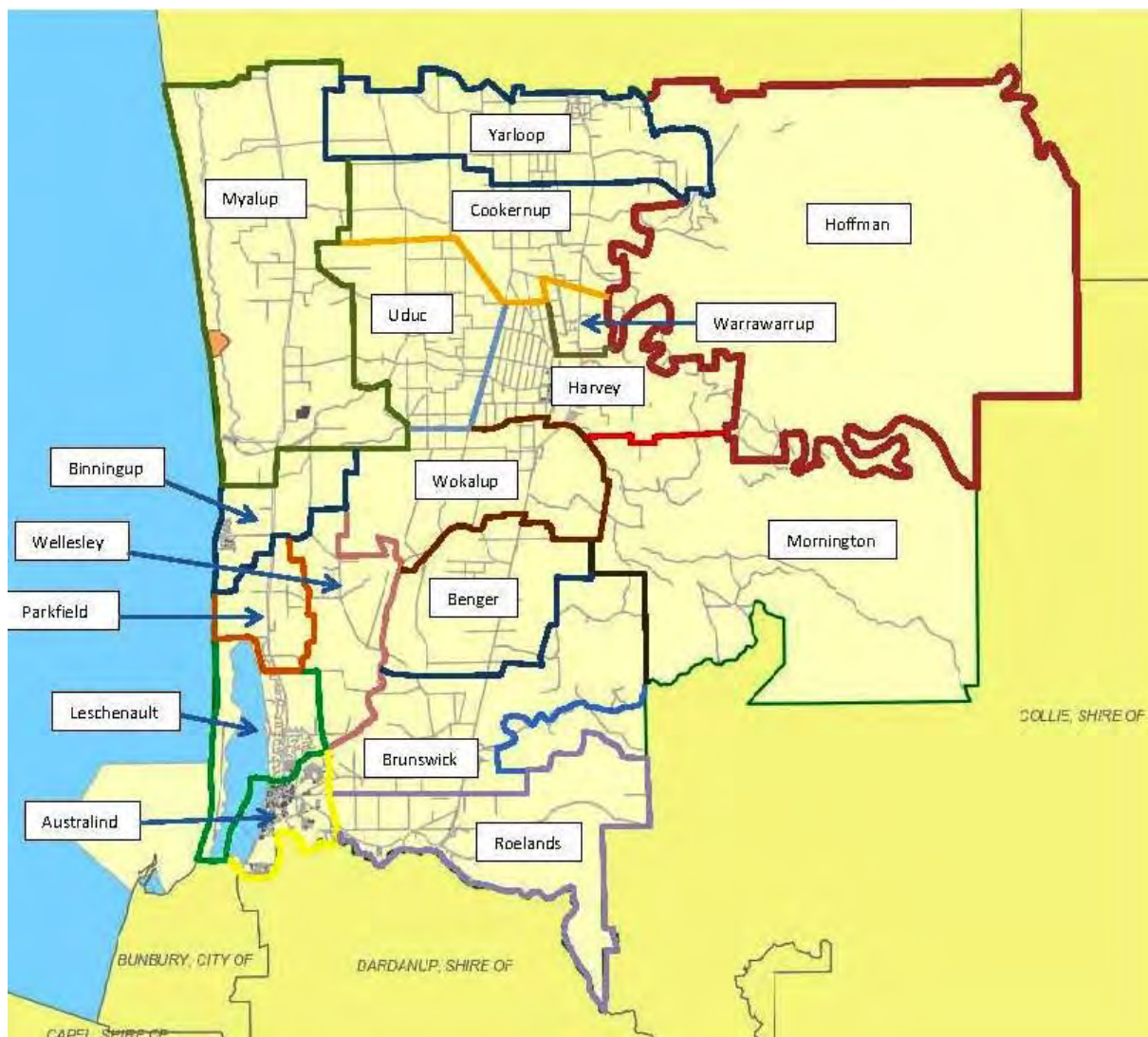


## 1.0 INTRODUCTION

Local government authorities are required to compile Local Government Inventories, or Municipal Inventories, in accordance with Section 45 of the *Heritage of Western Australian Act 1990*.

In 1998, the Municipal Inventory of Heritage Places in the Shire of Harvey was prepared by the Twentieth Century Heritage Consultancy Group. This comprehensive document needed to be updated as there are several places which have been substantially altered or demolished. In addition the standards for Municipal Inventories have been refined and developed since their formation in the 1990s.

## 2.0 STUDY AREA



**Figure 1 Plan Showing Localities within the Shire of Harvey**

Courtesy Shire of Harvey

### 3.0 CONSULTANT TEAM

- Ms. Prue Griffin, Historian, Hocking Heritage Studio
- Ms. Gemma Smith, Heritage Consultant, Hocking Heritage Studio

### 4.0 ACKNOWLEDGEMENTS

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- Mr. Steve Potter, Planning Officer, Shire of Harvey
- Mr. Ryan Djanegara, Planning Officer, Shire of Harvey
- Mr. Merv Stewart, Principal Building Surveyor, Shire of Harvey
- Cr. Amanda Lovitt
- Cr. Phil Giancomo
- Mr. Richard Knight, Heritage Advisory Committee
- Mrs. Marion Lofthouse, Heritage Advisory Committee
- Mrs. Wendy Dickinson, Heritage Advisory Committee
- Mrs. Kerry Davis, Heritage Advisory Committee
- Ms. Elaine Hill, (Former Councillor)
- Mr. Gordon Godber (Former Councillor)
- The Community of the Shire of Harvey

### 5.0 METHODOLOGY

#### 5.1 AIM OF THE MUNICIPAL INVENTORY REVIEW

This review process has been undertaken in line with the guidelines provided by the State Heritage Office publication *Criteria for the Assessment of Local Government Places*. The review process has several specific aims:

- To ensure that the Municipal Inventory (MI) is comprehensive, up to date, and represents community views and values;
- To ensure that the MI is consistent with the common standards for inventories recommended by the State Heritage Office; and
- To assist the Council in considering public submissions relating to proposals to list places in the Municipal Inventory.

#### 5.2 MUNICIPAL INVENTORY REVIEW PROCESS

The Shire of Harvey first undertook the preparation of a Municipal Inventory of Heritage Places (MI) in 1996.

In 2011 the Shire of Harvey initiated a formal review of the Municipal Inventory in the following stages:

1. All places included on the MI were reviewed;

2. The Heritage Advisory Committee identified additional places in the shire which were considered to possess heritage value, but which were not included in the MI; and
3. The wider community was invited to nominate additional places which were subsequently considered by the Heritage Advisory Committee.

Hocking Heritage Studio was engaged by the Shire of Harvey to assess the final list of nominated places. The assessment process consisted of a site visit to photograph the place, noting the condition of the physical fabric and the surrounding environment. A short history of each place was prepared and the land information was checked for accuracy.

From this information values are ascribed using the following criteria.

<b>Aesthetic Value</b>	It is significant in exhibiting particular aesthetic characteristics.
<b>Historic Value</b>	It is significant in the evolution or pattern of the history of the local district.
<b>Scientific / Research Value</b>	<ol style="list-style-type: none"> <li>i) It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.</li> <li>ii) It is significant in demonstrating a high degree of technical innovation or achievement.</li> </ol>
<b>Social Value</b>	It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
<b>Rarity</b>	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.
<b>Representativeness</b>	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.
<b>Condition</b>	The current state of the place in relation to the values for which that place has been assessed, and is generally graded on the scale of Good, Fair or Poor.
<b>Integrity</b>	The extent to which a building retains its original function, generally graded on a scale of High, Medium or Low.
<b>Authenticity</b>	The extent to which the fabric is in its original state, generally graded on a scale of High, Medium or Low.

Once each place was documented each was ascribed a level of significance and a management category. The management category is a tool for the Shire of Harvey when assessing individual development applications and for forward planning.



## 6.0 MANAGEMENT CATEGORIES

### 6.1 MANAGEMENT CATEGORIES FOR HERITAGE PLACES

LEVEL OF SIGNIFICANCE	DESCRIPTION	DESIRED OUTCOME	MANAGEMENT CATEGORY
Exceptional Significance	<ul style="list-style-type: none"> <li>Essential to the heritage of the locality.</li> <li>Rare or outstanding example.</li> <li>Fulfils the criteria for entry in the Shire of Harvey Heritage List under Clause 9.2.1 of DPS No. 1.</li> </ul>	<ul style="list-style-type: none"> <li>The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.</li> <li>Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place).</li> </ul>	<b>1</b>
Considerable Significance	<ul style="list-style-type: none"> <li>Very important to the heritage of the locality.</li> <li>High degree of integrity/authenticity.</li> <li>Fulfils the criteria for entry in the Shire of Harvey Heritage List under Clause 9.2.1 of DPS No. 1.</li> </ul>	<ul style="list-style-type: none"> <li>Conservation of the place is highly desirable.</li> <li>Any alterations or extensions should reinforce the significance of the place.</li> </ul>	<b>2</b>
Some/Moderate Significance	<ul style="list-style-type: none"> <li>Contributes to the heritage of the locality.</li> <li>Has some altered or modified elements, not necessarily detracting from the overall significance of the place.</li> <li>Does not fulfil the criteria for entry in the TPS Heritage List.</li> </ul>	<ul style="list-style-type: none"> <li>Conservation of the place is highly desirable.</li> <li>Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.</li> </ul>	<b>3</b>
Little significance	<ul style="list-style-type: none"> <li>Does not fulfil the criteria for entry in the TPS Heritage list.</li> </ul>	<ul style="list-style-type: none"> <li>Photographically record prior to major development or demolition. Recognise and interpret the site if possible.</li> </ul>	<b>4</b>

## 6.2 MANAGEMENT CATEGORIES FOR HERITAGE AREAS

LEVEL OF SIGNIFICANCE	DESCRIPTION	DESIRED OUTCOME	MANAGEMENT CATEGORY
Considerable Contribution	<ul style="list-style-type: none"> <li>• Very important to the significance of the Heritage Area.</li> <li>• Recommended for entry in the Shire of Harvey Heritage List under Clause 9.2.1 of DPS No. 1.</li> </ul>	<ul style="list-style-type: none"> <li>• Conservation of the place is highly desirable.</li> <li>• Any external alterations or extensions should reinforce the significance of the area, in accordance with the Design Guidelines.</li> </ul>	<b>1</b>
Some/Moderate Contribution	<ul style="list-style-type: none"> <li>• Contributes to the significance of the Heritage Area.</li> </ul>	<ul style="list-style-type: none"> <li>• Conservation of the place is desirable.</li> <li>• Any external alterations or extensions should reinforce the significance of the area, in accordance with the Design Guidelines.</li> </ul>	<b>2</b>
No contribution	<ul style="list-style-type: none"> <li>• Does not contribute to the significance of the Heritage Area.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing fabric does not need to be retained.</li> <li>• Any new (replacement) development on the site should reinforce the significance of the area, in accordance with the Design Guidelines.</li> </ul>	<b>3</b>

## 7.0 THEMATIC HISTORY

The aim of a Thematic History is to provide an historical context for the Shire of Harvey's Municipal Inventory. The history focuses on the growth of the area for the purposes of creating an overview of the main periods of development as well as identifying any key factors, stories, themes and characteristics. This is crucial to understanding and appreciating the Shire's distinct heritage, and, it is hoped, will produce a framework by which the cultural heritage significance of places in the Shire of Harvey can be recognised and represented on the Municipal Inventory.

The thematic framework therefore looks specifically at the establishment and growth of the Shire of Harvey and its districts over time; dating from pre-European history up to the present day (2014).

Its purpose is not to provide a social or local history of the area; these can be found elsewhere. Rather, it is to write a broad overview of the evolution of the Shire in order to identify turning points in its history, the main periods of its development, and key stories, themes and influential factors that have all shaped the Shire of Harvey's distinctive character.

The historical material in this section has been compiled from primary and secondary sources, including the earlier Municipal Heritage Inventory prepared in 1996, information from the Harvey District Oral History Group website, and the Shire of Harvey Heritage Advisory Committee. A complete list of the references has been included in the bibliography.

### 7.1 GEOGRAPHY

The Shire of Harvey is located in the South West Region of Western Australia, about 140 kilometres south of Perth. The Shire is bounded by the Shire of Waroona in the north, the Shires of Boddington and Collie in the east, the Shire of Dardanup and the City of Bunbury in the south, and the Indian Ocean in the west.

The Shire of Harvey encompasses an area of approximately 1,766 km<sup>2</sup> and has a growing population of 25,924.<sup>2</sup> The landscape is predominantly flat coastal plain with areas of good agricultural land served by the Harvey, Brunswick, Wellesley and Collie Rivers, Logue Brook and a complex of irrigation drains. There are three large dams in the shire, the Harvey Dam, Stirling Dam and the Logue Brook Dam which serve the Harvey shire and adjoining districts. The eastern portion of the Shire of Harvey includes the foothills of the Darling Ranges and almost half of the shire is reserved for native forest and parkland.

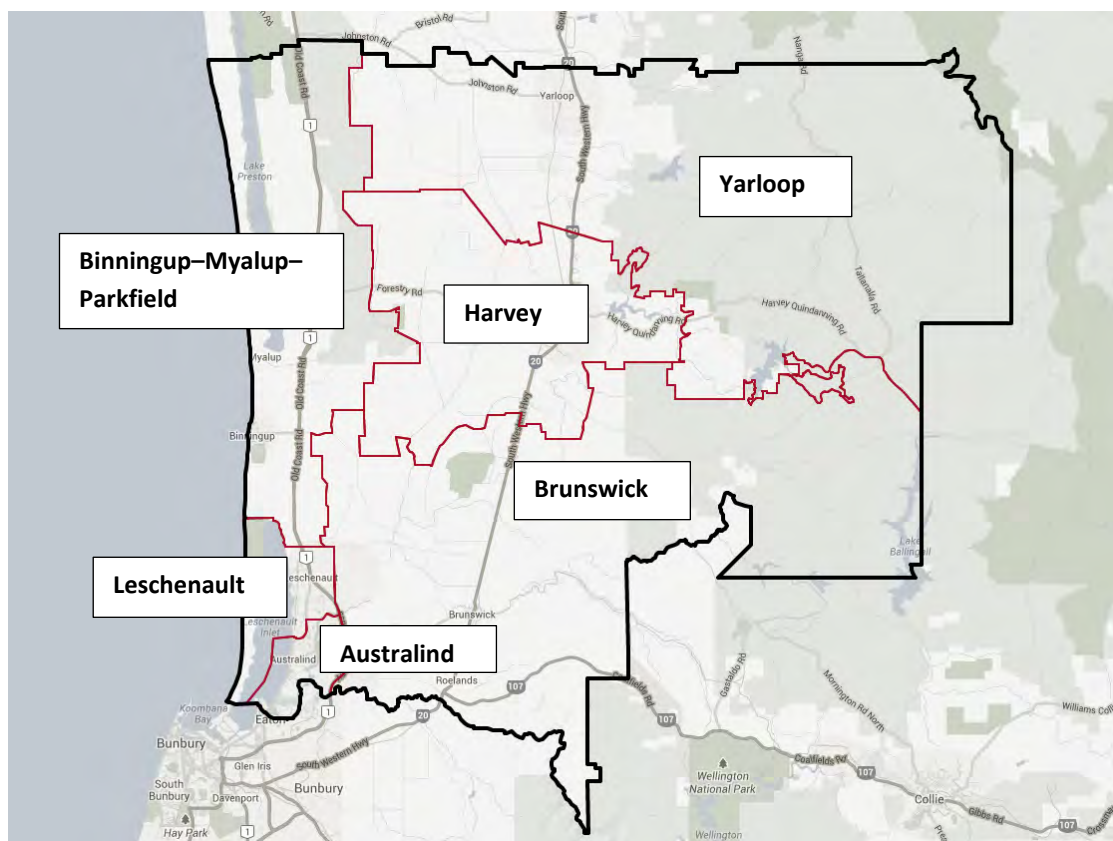
Most employment in the area is generated by agriculture, bauxite mining and Kemerton Industrial Park, with its production-based industries. There is a long history of agriculture in the shire with beef, dairy and citrus fruits the main agricultural products with a developing viticulture industry. The timber industry, which was once a major industry in the region, is now minimal and the former mill

<sup>2</sup>

**Australian Bureau of Statistics. 2014.** Table 5. Estimated Resident Population, Local Government Areas, Western Australia. *3218.0 Regional Population Growth*. [Online] 3 April 2014. [Cited: 23 June 2014.] <http://www.abs.gov.au/>

towns and industrial complexes associated with the timber industry have had to look to other sources of income. For example, the former Yarloop workshops are now a tourist destination and former mill towns provide holiday accommodation. The Shire of Harvey has linked with other organisations as part of the Working Life Heritage Trail to highlight the history of working life in the south west. Tourism is developing in the region with the beaches on the coast being an attractive destination for locals and visitors.

For legislation and management purposes the shire is divided into six regions as shown in Figure 2. The largest populations are located in Australind and Leschenault, with smaller townships at Binningup, Brunswick Junction, Cookernup, Harvey and Yarloop.



**Figure 2 Plan Showing Boundary of Shire of Harvey**

Courtesy [www.Profile.Id.Com.Au](http://www.Profile.Id.Com.Au)

For the purpose of the Municipal Heritage Inventory Review different regions have been chosen to group the places. See Figure 1.



## 7.2 ABORIGINAL HISTORIES (PRE AND POST EUROPEAN HISTORY PERIOD)

The history of Aboriginal people in what is now the Shire of Harvey cannot be told with reference to the current legal boundaries. Instead local Aboriginal people's histories relate to social organisation, land relationships, events and experiences in the area.

Broadly, the area which includes the present day Shire of Harvey is the Gnaala Karla Boodja region which refers to the Noongar<sup>3</sup> language or dialectical groups of the Binjareb/Pinjarup, Wilman and Ganeang. Towards the east of the Gnaala Karla Boodja region is the Ballardong region and south is the Wagyl Kaip region. The Gnaala Karla Boodja region encompasses the towns of Capel, Donnybrook, Balingup, Wickpin, Narrogin, Williams, Mundijong, Kwinana, Brookton, Pingelly, Wagin, Harvey, Collie, Pinjarra, Mandurah and Boddington. The approximate size of the Gnaala Karla Boodja region is 30424.531 km<sup>2</sup>.



**Figure 3 Plan Showing Approximate Boundary Of The Gnaala Karla Boodja Dialectical Group**

Courtesy <http://www.noongarculture.org.au/gnaala-karla-booja/>

<sup>3</sup> Alternative spellings include; Nyoongar, Noongah, and Nyungar. The spelling chosen here is that used by the South West Aboriginal Land and Sea Council. Variations have been used if there is a direct quotation.

The Noongar travelled the land in search of seasonal food resources, congregating at times for economic or social purposes. The waterways were essential to people's survival; providing freshwater, plenty of crabs, shell fish, frogs, turtle and fowl in the lakes and swamps, and bush food and animals such as wild roots and fruits, edible gum, and lizards and snakes.

Within only a few years of the Swan River Colony being established, the life of the Noongar people was irrevocably and harmfully impacted. In the lands close to the current Perth metropolitan area numerous deaths occurred and relationships with land were all but destroyed when family groups left their homelands either by force or by encroaching settlement.

As settlement expanded out from the Swan River in the 19<sup>th</sup> century further conflict arose. In some towns troopers were assigned to individual farmsteads. Despite the periods of conflict in regional areas most Noongar families stayed on their own country and settlers utilised Noongar labour on their farms. In the late 1890s it was noted by one settler in Australind that the local cricket and hockey teams all had 'native' players but within a decade most of the Noongar were gone.

In the early 20<sup>th</sup> century a program of restriction and segregation of Aboriginal people was implemented by the government. Led by the Chief Protector of Aborigines, A. O. Neville, legislation for the control of Aborigines was passed and implemented. Native settlements were established for the training of children and all aspects of Aboriginal life were controlled. In the south west of the state many Noongar people were relocated to settlements, such as Roelands Mission, or moved to less populated districts as settlement encroached on their lands.

Throughout the mid-20<sup>th</sup> century, the Noongar people were strictly controlled by government legislation in regard to travel, work, where they could live and who they could associate with. From the mid-1950s, some of the harsher provisions of the Aboriginal legislation were removed but the Acts were not finally dismantled and rights given to Aboriginal people until the 1970s.

The specific stories of the Gnaala Karla Booja group within the Shire of Harvey are not well known and it is an area that needs further research. However, sites associated with Aboriginal occupation in the Shire of Harvey can be assumed to be numerous. The Department of Aboriginal Affairs maintains a register of **ABORIGINAL SITES** on their online database: the Aboriginal Heritage Inquiry System (AHIS). This database records 'Registered Sites' and 'Other Heritage Places'. Under the *Aboriginal Heritage Act 1972* (AHA) a 'Registered Site' is defined as a place or an object which has been assessed as a site under Sections 5 and 39 of the AHA and 'Other Heritage Places' are those places or objects which have been recorded but not assessed. In 2013, it is noted that there are 28 Registered Sites in the Shire of Harvey and 117 Other Heritage Sites. (See Appendix A for a list of Aboriginal sites within the Shire of Harvey)

#### **General themes associated with this period**

- Demographic settlement and mobility: Aboriginal Occupation
- Demographic settlement and mobility: Exploration and surveying
- People: Aboriginal People
- Social and civic activities: Government and politics

#### **Sites associated with this period**

- See Aboriginal Sites Register at Appendix A

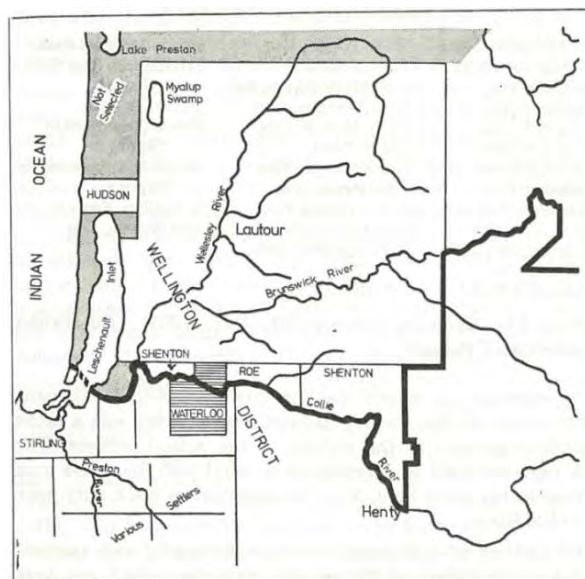
### 7.3 EXPLORATION AND ABSENTEE LANDHOLDERS (1803-1840s)

Prior to the establishment of the Swan River Colony in 1829 there is no record of any European explorer landing in the region. However the Shire of Harvey does contain references to the voyage of French explorer Captain Nicolas Baudin. Between 1801 and 1803, Baudin and his two ships; the *Geographe* and the *Naturaliste*, mapped the southern coast of Western Australia. Leschenault Inlet was named in honour of one of the botanists in their party, Jean Baptiste Leschenault de la Tour.

In 1827, Captain James Stirling sailed past the coastline as part of his first exploration of the west coast and named Mount William in honour of the Prince William, Duke of Clarence: heir to the crown of George IV. The practice of naming geographical features in honour of sponsors, politicians or influential figures was common throughout the 19<sup>th</sup> century and many features in the Shire of Harvey owe their names to this practice. Not least is the Harvey River which was named in 1829 by Stirling in recognition of his superior officer Rear Admiral Sir John Harvey RN, Commander in Chief of the West Indies Station in 1818, who recommended Stirling for promotion.

In early 1830, Stirling led a party of potential settlers to the district and these settlers selected nearly all the land in the future Shire of Harvey. The scheme of land grants at this time required settlers to provide capital and labour at the rate of one acre for each 1.5 shillings invested. The four investors who were granted land in the district were; Peter Augustus Lautour (103,000 acres), William Kernot Shenton (9,446 acres), John Septimus Roe (2,180 acres) and William Hudson (2,560 acres).

Lautour was an Anglo French military officer who never visited the colony but sent his representative Richard Wells to select and manage his holding known as Wellington Location 1. William Shenton, an engineer and architect was very active in the young colony and is known for building and establishing the 'Old Mill' in South Perth. John Septimus Roe was the first surveyor general in the colony and took up land in various parts of the colony. His landholding is remembered in the name 'Roelands', while William Hudson appears to have only remained in the colony for a short time before abandoning his grant.

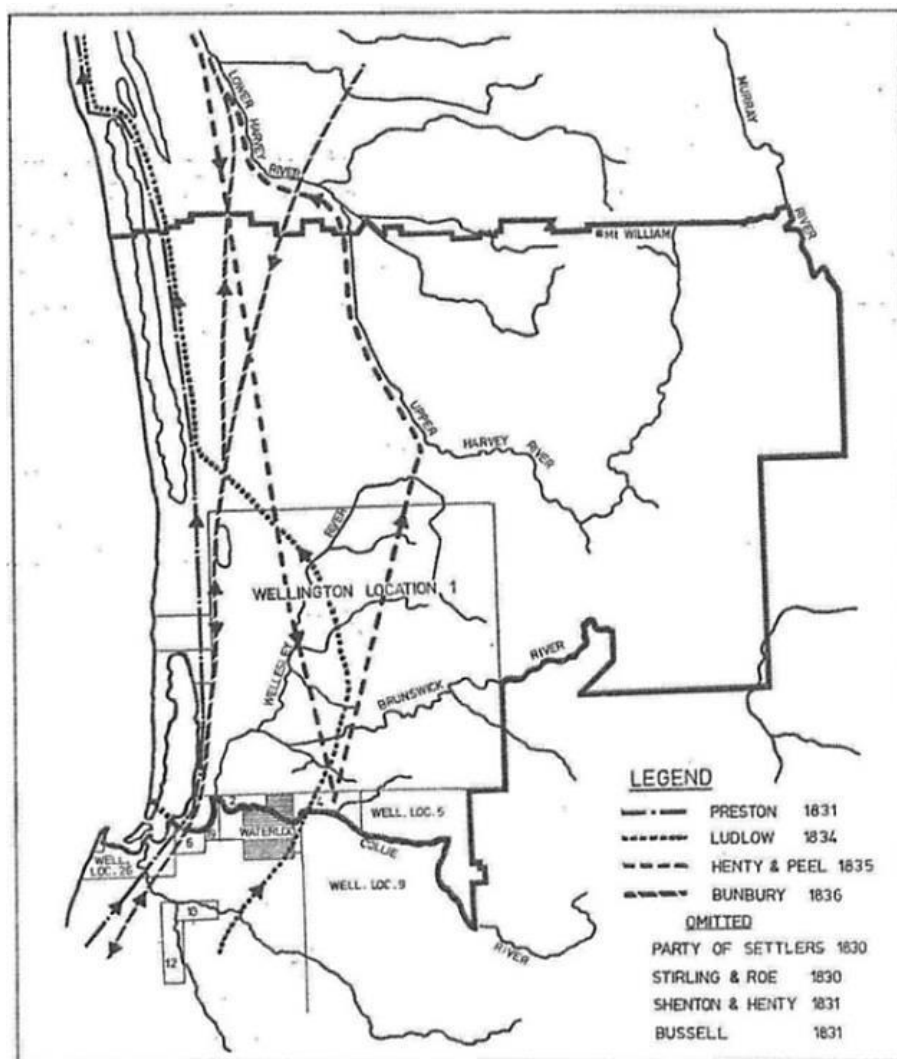


**Figure 4 Plan showing Land grants 1830**

Image courtesy Staples, p. 50.

The regulations of the grant system dictated that no other settlers could enter these landholdings as the selectors had ten years in which to demonstrate the development of the land to gain full title (known as location duties). Consequently no other settlers went to these granted areas and those portions available for selection were not as desirable, or as accessible. The settlers in the colony were also struggling to survive during the first difficult years and as a result there was little interest in the Wellington District during the 1830s. One exception was the selection of land by James Stirling of prime land on the Harvey River over the Lautour grant. Stirling knew that Lautour's grant was likely to be resumed because of the lack of development so in 1837 he set aside for himself over 60,000 acres and allocated himself 21 years for location duties to be completed. Stirling called the district "The Harvey" or Korijekup, a local Aboriginal word for the place of the red cockatoo.

Although little development was taking place throughout the 1830s the colonial government was gaining a greater understanding of the region through exploration by official parties and private individuals. The following figures (Figure 5 and Figure 6) show the extent and patterns of exploration through the region.



**Figure 5 Plan showing the routes of explorers 1831-1836**

Image courtesy Staples, p. 22.

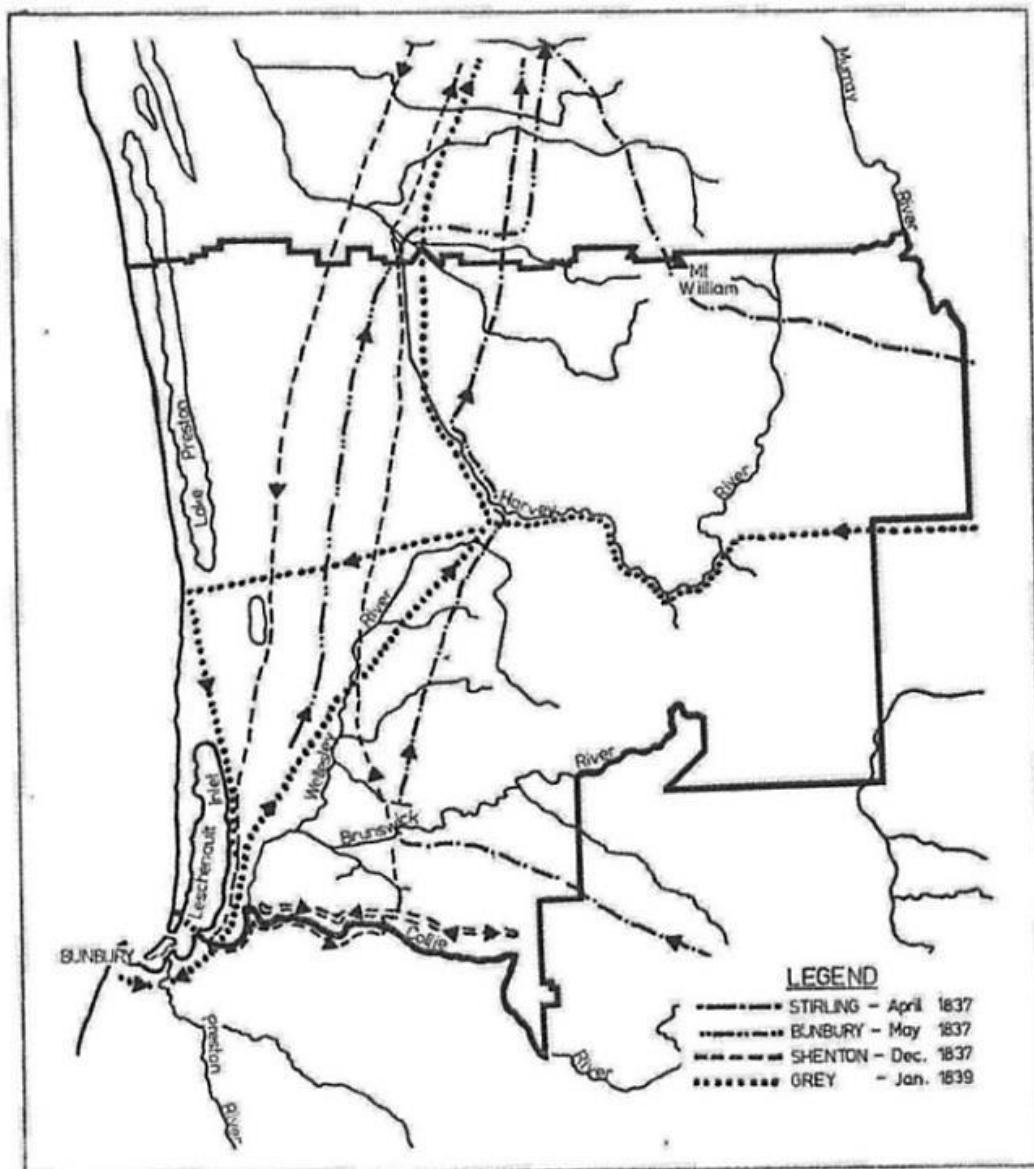
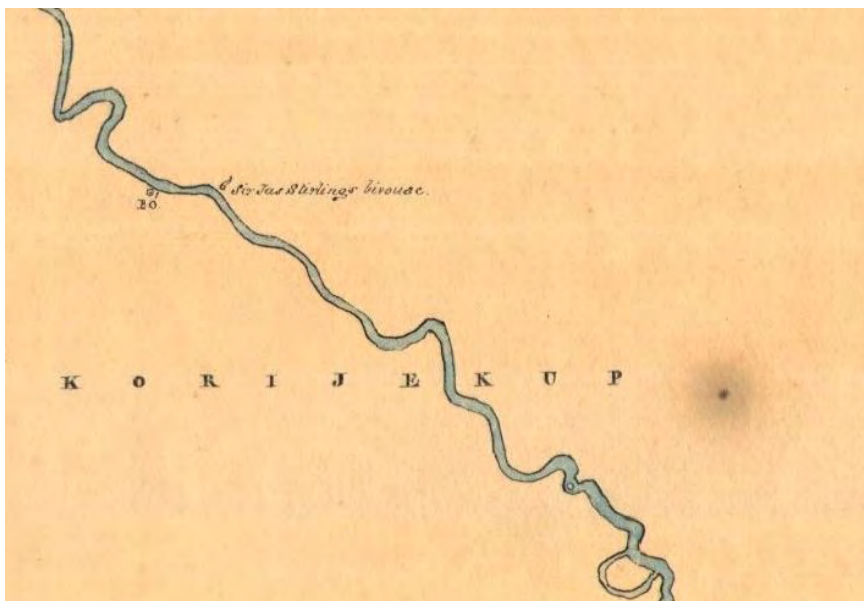


Figure 6 Plan showing the routes of explorers 1837-1839

Image courtesy Staples, p. 24.





**Figure 7 Plan of Korijekup (later Harvey area) by H. M. Ommanney, 1841**

Courtesy SROWA, series 234, cons 3844, item 101

Note: portion of plan showing Korijekup and Sir James Stirling's bivouac

As a result of the explorations a generally favourable report of the area was spread throughout the colony, to the British government and to potential investors. With its abundance of streams, a good climate and rich soils the Harvey district was considered a superior choice for settlers. In the 1840s, European settlement in the Shire of Harvey commenced when the first settlers arrived at Australind. At approximately the same time settlers were also moving southwards from Pinjarra to the Harvey River.

**General themes associated with this period**

- Demographic settlement and mobility: Aboriginal Occupation
- Demographic settlement and mobility: Exploration and surveying
- Demographic settlement and mobility: Land allocation and subdivision

**Sites associated with this period**

- Mount William
- Leschenault Inlet
- Point Lautour
- Shenton's Cottage

## 7.4 FIRST SETTLERS (1840S – 1890S)

In May, 1840, a group known as the Western Australian Company formed in London to establish a settlement in the Swan River colony under the Wakefield system. This system prescribed that land in colonies should not be granted but sold at reasonable prices and the proceeds used to bring migrants and labourers to the colonies. Under the colonial government's land grant scheme, the Company had until 1850 to establish the settlement. The total land grants to the company comprised of 165,000 acres, over the former Lautour and Shenton's grants, with the south boundary just north of Leschenault and the northern boundary about 23 miles north of the present town of Harvey. The area extended east of the estuary to the Darling Ranges. The figure below (Figure 8) shows property boundaries much later in the 19<sup>th</sup> century but still demonstrates the extent of the WA Company landholdings.

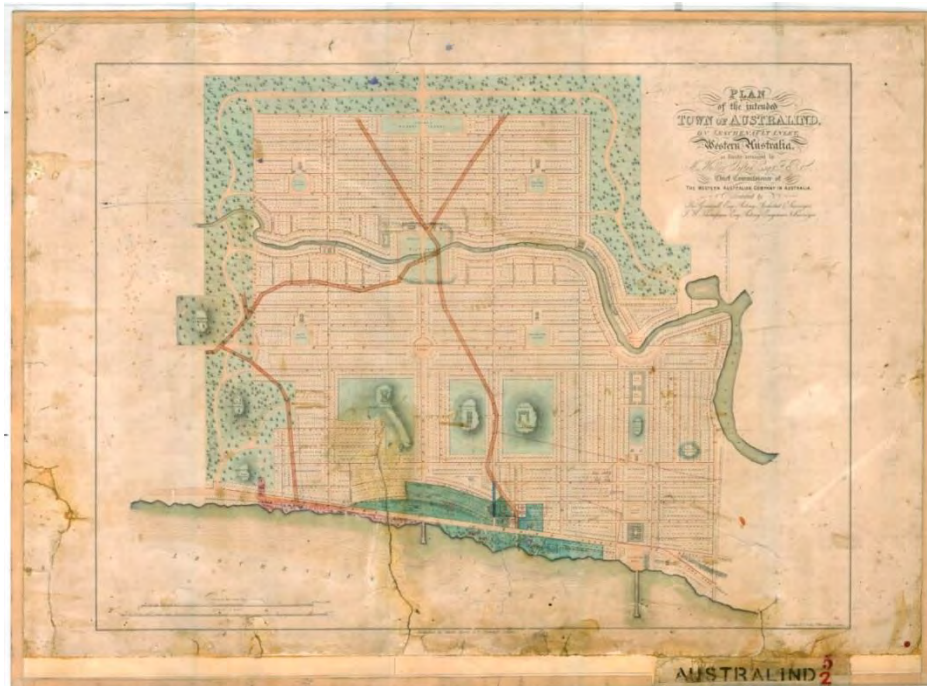


**Figure 8 Plan showing the approximate extent of landholding of the WA Company**

Courtesy SROWA series 979 cons 4900 item S16-1A

A prospectus was issued and the settlement was known as **AUSTRALIND** as it was anticipated there would be a prosperous trade between Australia and India, especially with cavalry horses and food. Marshall Waller Clifton, retired Admiralty Officer, was appointed leader and given the title of Chief Commissioner and arrived in the *Parkfield* in March 1841. His aim was to organise the purchase of land which was for sale at a pound an acre. An ambitious and detailed plan of the town was drawn which included a town square, church, school, stores, mill, public hall and other amenities.





**Figure 9 Plan of Australind by M Waller Clifton, 1841**

Courtesy SROWA series 235 cons 3868 item 021

The first building to be erected was a store, and gradually all the settlers were housed in wooden houses and huts. In May 1841, the population of the settlement was 104 and with boat arrivals in 1842 and 1843 the population grew to 476. However, the settlement ultimately failed due to a combination of local and international factors. In 1846, the West Australian Company was liquidated and many of the settlers left for other parts of the colony however, some remained and established farming properties. Most of these farms were located near the Brunswick and Collie Rivers and along the edges of the Leschenault Estuary, notably the property *Belvidere* leased to Charles Prinsep and managed by Thomas Little. Prominent settlers with connections to the Australind experiment were the Clifton family (*Alverstoke*, *Brunswick Farm* and *Rosamel*), John Allnutt (*Hamersleys* and *Shentons*), William Narroway, Ephraim Clarke (*Jardup* and *Hampden* farms) and Benjamin Piggott (*Parkfield* and *Springhill*).

The other major early landholder in the future Shire of Harvey was the Governor, Sir James Stirling. As noted earlier he acquired a significant landholding on the Harvey River. It is noted in the 1841 survey by Ommaney (Figure 7) the location of James Stirling's 'bivouac'. This may be the location of the later hunting lodge on the banks of the Harvey River (known as 'The Hut') managed by Thomas George Chapman who lived there with his family until 1850. The subsequent manager was John Giblett, followed by John Thompson Logue, who leased Stirling's grant from 1870 to 1884 and built the extensions to the hut. The building became known as **THE HOMESTEAD** and a replica of this cottage was built by the Shire of Harvey 500 metres downstream from the original location and opened for visitors in October 1994.

Joseph Logue, the brother of John Thompson Logue, acquired large tracts of farming land in the area which was later to be known as **COOKERNUP** with his mother and siblings in 1852. His homestead *Convonvulus Villa*, where the mail coach stopped on the way to Bunbury, was built on the banks of

Logue Brook. Another brother, William Logue, established a farm *Sunnyvale* further upstream on the Harvey River.

In 1859, Thomas Hayward commenced farming at *Bundidup* in the area that was known as **WOKALUP**. Other farms established in the 1840s and 1850s included; David Eedle's *Frogmore*, Robert Rose's *Parkfield* (formerly leased to Benjamin Piggott), Alexander McAndrew's *Wedderburn*, William Crampton's *Rose Flat* at Myalup, Maurice Brett Smith's *Gigginup* and *Uduc*, William Pead at *Myalup* and in 1862, former convict James Rodgers established a farm named *Cook's Park* on the Coast Road.

By the 1860's the settlers had come to understand the need to shift stock between the coastal sands and the loamy soils of the foothills, creating a land use pattern that persisted until superphosphate was introduced in the early twentieth century. Timber cutters arrived in the district in the late 1870s one of whom, William Henry Eastcott, conducted pit-sawing activities in the South West area. His knowledge of the area proved useful to the Millar brothers when they established their timber mills in the district in the 1890s.

The early settlers in Australind and surrounding districts frequently used the river system for transport around the district and travelled by sea to Fremantle and Bunbury. A coast road was built by the WA Company between Australind and the Murray Estuary in 1842, which was later surveyed by the colonial government and rebuilt in 1848. The first bridge over the Brunswick River was built in 1845 and the Collie River Bridge at Australind was constructed to a design by William Pearce Clifton in 1848.

Between 1850 and 1868 convicts were transported to the Swan River Colony. The outcomes of this program to the Shire of Harvey were predominantly an improvement in public works, the most significant being the completion of the road from Pinjarra to Picton in 1863. Other works undertaken by convicts in the district included the construction of bridges over the Brunswick River and improvements to the Coast Road. Ticket-of-leave men who had gained some freedoms were able to provide labour to free settlers. A convict hiring depot was established in Bunbury to manage the allocation of men but records of this depot have not survived. Consequently, there is minimal evidence to indicate which properties within the Shire of Harvey had ticket-of-leave men.

In the 1870s and 1880s, the Wellington district continued to slowly develop and small communities were established around farming properties. Family networks were common across the properties with marriages creating allegiances between property owners, particularly useful as stock was moved seasonally. The provision of services to the population was largely a function of the enterprise and energy of the settlers. Education was provided by tutors at private homes; the earliest being at 'Upton House' the home of Marshall Waller Clifton. A fee paying school was functioning in Australind in 1859 and at *Parkfield* in 1869. In 1872, a Roman Catholic school was opened in Australind to serve the population of Irish children who were settled on the east side of the estuary with their families. These small schools opened and closed as the populations fluctuated.

Church services were conducted in private homes and the first dedicated church building was established in 1850 at Australind within a former timber cottage built in the early 1840s. It remains today as St Nicholas Anglican Church.

The development of the area around the future townsite of Harvey began with the purchase of the Harvey Estate from James Stirling's estate in 1883/84 by partners Dr Henry Harvey, John Young and brothers Herbert and George Gibbs. Early in 1885, Herbert, his wife Cecilia, and their three children, along with George Gibbs and his wife, took up residence on the estate. Herbert's daughter Cecilia May Gibbs, author of popular illustrated children's books featuring the 'Gum Nut Babies', lived on the property between the ages of 7 and 10. It is believed that the inspiration for her bush characters was influenced by her years in Harvey.

The Gibbs brothers and John Young withdrew from the partnership in 1887 and they were replaced by Dr William T Hayward. George Gibbs stayed on as a manager but Herbert Gibbs and his family settled in Perth. In 1890, two thousand acres of the estate south of the Uduc Road was subdivided for sale by Harvey and Hayward. The lots ranged in size from 33 acres to 200 acres but barely one third of the lots sold. The decision to subdivide the land was motivated by the proposed railway line to Bunbury, which was planned to pass through the district and provide access to the metropolitan markets. In the 1890s, Hayward and Harvey shifted the emphasis on the Harvey estate to intense cultivation and engaged a new manager, Samuel Buckby, and an agricultural adviser, William Ash, to instruct the new farmers in the district.

The 1890s was the beginning of a new era in the district as the planned railway lines, subdivision of land for new farmers and a growing demand for produce from the markets of Perth and Fremantle led to a developing professionalism in farming practices. In addition, a significant change in the district was the influx of the timber industry which brought new people and new skills into the community.

#### **General themes associated with this period**

- Demographic settlement and mobility: Immigration, emigration and refugees
- Demographic settlement and mobility: Land allocation and subdivision
- Demographic settlement and mobility: Exploration and surveying
- Demographic settlement and mobility: Workers (convicts)
- Demographic settlement and mobility: Government policy
- Transport and communications: River and sea transport
- Transport and communications: Road transport
- Occupations: Grazing, pastoralism and dairying

#### **Places associated with this period of development**

- Upton House
- Alverstoke
- Henton Cottage
- St Nicholas Church
- Parkfield
- Springhill
- Australind Cemetery

## 7.5 RAILWAYS, TIMBER AND IRRIGATION (1890s-1910s)

A campaign for a railway line from Perth to Bunbury and Busselton began in 1886 with various routes being proposed by differing interest groups. The colonial government in London delayed a decision in part because the discussions on the transfer of responsible government to the colonial government were underway. It was determined that the decision for an expensive outlay was best deferred until after 1890 when responsible government was granted. In 1891, the South Western Railway Bill and the Loan Bill were passed and discussions on the route were again entered into. The choice of route, roughly following the main road from Pinjarra to Bunbury, was chosen to avoid the costs of building on swampy grounds and to provide transport for the timber industry operating predominantly in the Darling Ranges. The coastal farms north of Bunbury continued to be served by the 'Old Coast Road' which had been established as a stock route in the mid 19<sup>th</sup> century. A stretch of the road is known as 'Cathedral Avenue' because the paper bark trees join above the road creating a soft gothic arch of dappled light.



**Figure 10** Old Coast Road, 1911 or 'Cathedral Avenue'

Courtesy Shire of Harvey and Harvey History Online, image A28.

The railway line was built concurrently from Bunbury and Pinjarra and formally opened on 8<sup>th</sup> September 1893 in Bunbury by Premier Sir John Forrest and the Governor Sir William Robinson. The original sidings and stations on the railway line in the future Shire of Harvey were: Waigerup (Wagerup), Logue's Brook Station (Cookernup), Harvey, Clifton, Mornington (Benger), Brunswick and Collie Siding (Roelands).

The railway brought new settlers to the district and enabled growers to get their produce to a wider market. With the expansion of the Wheatbelt and the increase of population and economy following the gold discoveries in the east of the colony there was a significant increase in demand for fresh foods. The timber companies started to heavily invest in the district from 1893 onwards, led



by the Millar brothers; Charles and Edwin, who established the most dominant of the timber companies; Millars' Karri and Jarrah Company Ltd.

The Millar brothers from Melbourne had successfully worked in the timber industry before travelling to Western Australia in September 1893. They joined with local contractor Henry Teesdale Smith and took up timber leases in the district and announced the intention of establishing timber mills to employ 250 men. Millars' established a timber mill at the Yarloop siding in 1895 with mills at Waterous, Hoffman and Mornington following shortly after.

The private timber companies built railway lines between their mill sites and timber leases, creating a network of railway lines through the forests linking to the south west railway line. The companies invested heavily in their mill machinery and locomotives and consequently required skilled tradesmen to maintain these machines in remote locations.

In 1898, the timber industry experienced a boom year but the peak fell away sharply in the following few years and several small mills closed including Yarloop Mill in 1901. Millars' responded to the decline in business by amalgamating with several small companies in 1902. The merger created the largest timber industry in Australia; Millars' Karri and Jarrah Company Ltd (or The Combine), which eventually operated 26 mills throughout the south west. Those in the Shire of Harvey included Mornington, Hoffman (two sites), Worsley, Treesdale and Lewis Reid Mill.

**YARLOOP WORKSHOPS** developed on the site of the old Yarloop mill as a repair and maintenance centre for Millars' south west sawmilling operations. The workshops maintained the steam locomotives of the extensive Millars' railway system. In addition, the workshops manufactured some rolling stock and mill equipment and serviced stationary steam engines. The workshop at one time employed more than 100 people during its peak period in the 1920s and 1930s.



**Figure 11** Inside the Yarloop workshops, n.d.

Courtesy Rail Heritage WA, image P0969



**Figure 12** Locomotives *Kanowna* and *Menzies* outside the Yarloop loco shed, 1958

Courtesy Rail Heritage WA, image P0891

The impact of the timber industry on the wider community of the district was significant, with many small businesses established to provide services for the workers. It was fortunate that most of the timber reserves in the district were located in the ‘iron-stone boulder’ country which was not attractive to farmers. Agriculture and the timber industry were therefore able to co-exist amenable throughout the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

In 1895 the **KORIJEKUP** area, near the Harvey townsite, was subdivided into 10 acre lots and sold to orchardists who became the founders of the Korijekup Fruit Settlement. By the late 1890s the Harvey River area had become renowned for its orchards while the Australind hinterland was acknowledged as a mixed farming and dairying area.

The settlements along the railway line were quickly established. **COOKERNUP** was officially declared a township in August 1894. With the opening up of the timber industry and the existence of several timber mills in the district, Cookernup was greater in size than Harvey. The Cookernup Progress Association formed in 1895 and in the same year the Cookernup School and Post Office opened.

There were no people living in the present day townsite of Brunswick in 1893, but many had settled in the district and the Brunswick Farmers' Association was formed in that year. A post office was built in 1896 and a small school had been built by the Education Department in 1892 on land donated by local farmer John Crampton. In 1898, a railway line to Collie was built which joined the South West Railway line at Brunswick. This led to the construction of a railway station and the name **BRUNSWICK JUNCTION** being applied to the settlement.

The future Shire of Harvey was originally part of the **WELLINGTON ROAD BOARD** which stretched from Capel to Wagerup but with the growth in the south west it was decided to form smaller road boards. In February 1895, the first election was held for the **BRUNSWICK DISTRICT ROAD BOARD**. With a total of 663 votes, 7 councillors were elected and William Reading, of Runnymede farm, was elected the first Chairman. The road board covered basically the same area the Shire of Harvey is

today. In 1909, the Brunswick Road Board was changed to the Harvey Road Board and in 1961 became the Shire of Harvey.

The centre of the district was considered to be the Brunswick River crossing and first meetings of the Road Board were held at the Brunswick Agricultural Hall and at the Mission Room Hall at Harvey, and for a time in the Korijekup Hotel in Harvey. In 1908, with the Board still alternating between Brunswick and Harvey a building was leased for the purpose in Uduc Road, Harvey and by 1909 the Brunswick District Road Board was changed to the **HARVEY DISTRICT ROAD BOARD**. This decision was taken as the town of Harvey had become the centre for the district with the development of the timber industry and surrounding agricultural areas, and is located centrally within the Shire from a geographical perspective.

In 1914, fundraising activities by the Harvey Citrus Society provided a Hall for the purpose which was joined to existing buildings constructed in 1902 and 1904. The Hall was relinquished to the Road Board in 1917 and by 1935 plans were underway for the extension of the Hall and construction of Road Board Offices.

The importance of agriculture to the State government can be determined through the decision by the government to purchase land in Brunswick for experimentation with farming techniques. Known as the State Farm it was established on land originally owned and developed by James Perren. In the early 1900s, the government acquired 811 acres of the estate to establish an experimental State Farm, aiming to encourage further dairying. Well-bred Clydesdale horse teams were used to clear, drain and cultivate the land. The farm had a piggery (pure bred Berkshire pigs) and a herd of the best strains of Ayrshire dairy cattle. Experimental crops of clover, fruit trees and vines were planted. An irrigation scheme using water pumped by a Crossley engine from the Brunswick River was constructed however; by 1919 the farm had proved to be unsuccessful and was then used for agricultural training before becoming part of the Soldiers' Settlement scheme.



**Figure 13 Brunswick State Farm, 1913**

Courtesy SLWA, image b2956058

**General themes associated with this period**

- Demographic settlement and mobility: immigration, emigration and refugees
- Demographic settlement and mobility: Land allocation and subdivision
- Demographic settlement and mobility: exploration and surveying
- Demographic settlement and mobility: government policy
- Transport and communications: river and sea transport
- Transport and communications: road transport
- Occupations: grazing, pastoralism and dairying

**Places associated with this period of development**

- State Farm
- Harvey Weir



## 7.6 AGRICULTURE AND GOVERNMENT PROGRAMS (1910s-1950s)

In 1911, Engineer Walter Roland (Roy) Eckersley was appointed by the Public Works Department to survey the Harvey area for suitable locations for dams and irrigation channels, as seasonal flooding was affecting the success of the industry. In 1912, the first irrigation water scheme in Western Australia was initiated and by 1916 water was carried to the orchards of Harvey by open channels. The Harvey Weir was constructed and officially opened in 1916 and later raised in height in 1931. In 1947 the Stirling Dam was completed.

The demand for better irrigation in the district during the 1930s coincided with the Depression years and led to a Commonwealth government funded project to provide unemployment relief through the construction of the Harvey River Diversion Drain. The plan was to divert the outlet of the Harvey River into the sea near Myalup and reclaim land for agriculture by reducing flooding. Some 2,500 men working on the project were camped west of Harvey in camps at the former Myalup Mill, and the nearby Stonehouse. Each man worked two days a week for a 'sustenance wage'. From this wage one shilling per week was allocated for tent hire and about one pound and fifteen shillings for food, leaving each man with perhaps ten or fifteen shillings.

The Western Australian Public Works Department oversaw the works. The diversion drain was dug using a mechanical drag at the Harvey end where the earth was heavy clay. However, further west shovels and wheelbarrows were used to move the sand.



**Figure 14** Workers camp site

Courtesy Harvey Oral History Group, image 417



**Figure 15 Men Working on the Diversion**

Courtesy Harvey Oral History Group, image 408

Sir James Mitchell, the Lieutenant Governor, opened The Diversion on 12 August 1935, the same day he opened the extensions to the Harvey Town Hall and new Road Board Offices.

With the completion of the Harvey River diversion drain, Harvey eventually outgrew Brunswick as the major agricultural district as thousands of hectares of land, previously prone to winter flooding, could now be cultivated.

Prior to the irrigation works one farmer had seen the advantage of good drainage. John Pierce Owen Wellard purchased land that was to become known as **BENGER SWAMP** in 1889. Wellard organised the digging of a drain to open up further possibilities for agriculture in the swamp. He introduced potatoes and his success attracted other farmers. In 1913, the swamp was divided into 10 acre lots which paid for themselves with the first crop. In 1928, the swamp was fully planted and reached peak production, a status it maintained for 40 years. The Benger Swamp potatoes were vital for the war effort and the Australian Army took over the whole output. The economic importance of Benger Swamp was ending by the early 1970s due to a combination of factors. Generally, other districts were becoming more competitive and the new mechanical harvesters could not be used in the heavy soils of the swamp.



**Figure 16 Planting time at Benger Swamp**

Courtesy Harvey Oral History Group, image 381

Throughout the 1920s the timber industry continued to prosper in the Shire of Harvey. The 'Combine' (Millars' Karri and Jarrah Company Ltd), operated one of the largest timber railway systems in the world and its headquarters at Yarloop was a bustling workplace. This industry suffered during the Depression and some mills closed for periods of time until the late 1930s.

The timber industry was well supported in the community and one event in 1920 demonstrates the strength of the community in coming together to help each other. On November 6th 1920, Mornington Mill's famous locomotive, *The Jubilee*, derailed on a bend about 9 p.m. The resulting pile-up twisted the engine and tender as trucks and timber smashed into a heap of destruction. One survivor walked into Wokalup to raise the alarm. At 10 p.m. Mornington Mill's whistle summoned volunteers. From there and Wokalup, 150 men responded and worked by lantern light through the night, freeing the victims. The last body was recovered the following afternoon. The final death toll was reported to be 10 and this tragic event remains the highest death toll by train in Western Australia.



**Figure 17** After the Jubilee Crash on the line from Mornington to Wokalup, 1920

Courtesy Rail Heritage WA, image P7057

Services and utilities were gradually improved in the shire in the 1920s. In 1924, a privately owned electricity generator was installed in the Harvey townsite by Public Works Engineer, W.R. (Roy) Eckersley. Eckersley installed the generator at his own residence in Korijekup Avenue where he supervised its operation. By 1926, demand had doubled and Eckersley had been appointed as Secretary and Engineer of the Harvey Road Board, a position he held until 1957. In 1929, the Harvey Road Board took over the management of electricity generation and decided it was cost effective to install a larger plant in Newell Street. The original plant was relocated to Brunswick Junction.

The dairy industry became centred on Brunswick Junction in the 1920s, an association which continues until the present day [2014]. One of the main reasons for this association is Edward Browne who bought land in Brunswick circa 1926, opposite the Brunswick Junction railway station. He erected a wooden building and established a milk factory, known as **BROWNES DAIRY LTD**. By 1933, when irrigation from the Wellington Dam began and the milk output from Brunswick rose rapidly, the building was reconstructed and cheese vats installed. The cheese factory was licensed in 1934. In about 1950, Brownes amalgamated with Peters Ice Cream Company, which then expanded

by building a modern, multi-purpose factory which was completed in 1954. Soon after Peters bought out Brownes share of the factory which then became known as **PETERS CREAMERIES**. The factory had facilities for making butter, cheese and skim milk powder and also for the first time milk was pasteurized and bottled in a country area. The factory began supplying bottled milk to Bunbury and by 1958 refrigerated vans were travelling via Collie and Boyup Brook, as far east as Gnowangerup. Milk was also sent to the Peters milk depot and ice-cream factory in Perth. Tankers transferring milk from country depots to Perth first commenced in 1945 and later, in 1969, bulk milk tankers collected milk directly from farms for the first time. This shift to road transport by milk carriers was symptomatic of a general move away from rail transport in the post-war period.

During World Wars I and II, many members of the Shire of Harvey community served in the AIF and their contribution is recognised in memorials throughout the shire.

A specific reminder of World War II is the **HARVEY INTERNMENT CAMP NO 11** which was established in September 1940 in response to Mussolini joining Hitler and declaring war on France and Great Britain. Many Italian men living and working in Western Australia were rounded up and interned. The men were housed in rapidly built accommodation on a landholding outside the town of Harvey and although not required to work, some of the men cleared bush and planted market gardens.

One man, Giovanni-Battista Boshetti, an experienced stonemason, wished to build a chapel as work therapy for other internees and to leave a permanent visual reminder of the Italian presence at Camp 11. Requests for the materials were refused and instead a small shrine was built. He was assisted by Giuseppe Raneri (architect) and Gaetano Tomba. Some of the crew from the German Raider *Kormoran*, which sank *H.M.A.S. Sydney* in November 1941 and the crew of the Italian liner *Remo*, which berthed at Fremantle after the outbreak of war, were also housed at the camp.

The camp was closed in April 1942 when the WA coastline was under threat from the Japanese as the strong lights in the camp posed a security threat. The remaining 500 internees were transferred to Kalgoorlie en route to Loveday in South Australia. The camp site became an Army Training School and later a Rural Training Centre for Ex-Servicemen. For many years it has been the site of the Harvey Agricultural School. The site has undergone many additions and alterations since its original construction however there are structures remaining from the former internment camp including the former hospital, brick detention cells and two of the huts. The shrine which was enclosed in a Chapel in 1992 is now accessible to the public and separated from the former Harvey Agricultural School.

#### **General themes associated with this period**

- Demographic settlement and mobility: immigration, emigration and refugees
- Demographic settlement and mobility: government policy
- Occupations: timber industry
- Occupations: manufacturing and processing
- Social and civic activities: community services and utilities

#### **Places associated with this period**

- Bengier Swamp
- Internment Shrine

- Harvey Agricultural College (fmr)
- Peters Creameries
- Diversion Drain and associated sites
- Harvey Town Hall
- Harvey Shire Offices



## 7.7 POST-WAR GROWTH (1950S – 1970S)

In the period following World War II the Shire of Harvey experienced a period of economic growth as did most of regional Western Australia. Improved agricultural techniques, an increase in migrants from post-war Europe and greater demand for fresh produce were some of the key factors in this relatively prosperous period. Services to the region improved during this period with electricity and scheme water more readily available. Car ownership by private individuals also increased and consequently holiday destinations further from home became more viable for the average citizens. Road transport began to overtake rail as the preferred method of moving produce to market.

The Harvey townsite population grew as indicated by the opening of the Harvey Junior High School in 1950. Other public works undertaken by the Harvey Road Board included the extension of the recreation facilities at Brunswick Junction (1949), as well as the construction of tennis courts at Cookernup (1949), a fire station at Harvey (1953) and an infant health clinic in Harvey (1954). Several local churches were built in this period; the Methodist Church in Harvey (1954), the Church of Christ in Harvey (1954) and the Roelands Anglican Church (1954). Community groups lobbied for facilities from the Shire and were often successful; the Brunswick Bowling Club was established in 1954 on land near the Brunswick River. Advances in communications were also apparent by the provision of a new post office and telephone exchange at Harvey in 1957.

The establishment by the Harvey Road Board of residential lots close to the beach at **MYALUP** and **BINNINGUP** for beach cottages was an indication of the growth in leisure time and the popularity of beachside activities. The Binningup settlement in particular was a result of concerted community effort. Prior to the 1950s the land had never been developed to any great extent apart from grazing stock during the 19th and early 20th centuries. Binningup Reef, which stretches parallel to the coast, was used by professional fisherman in the 1940s and 1950s as a safe anchorage. In 1953, a group of local residents formed a syndicate to subdivide the land and with volunteer labour they built a road to the beach from Old Coast Road.

One of the first projects in Binningup was the establishment of a camp for the Christian youth of the district. Funded by a bequest, the camp began in 1955 and shortly afterwards buildings from the former Mornington Mill were relocated to the site. The reuse of timber buildings, particularly from the ephemeral timber towns, has been a common practice throughout Western Australia. The town was gazetted in 1963 and since that time the settlement has been predominantly a holiday destination but in recent years a residential subdivision and the construction of a golf course has seen many substantial new homes established for permanent residents.

### General themes associated with this period

- Demographic settlement and mobility: Immigration, emigration and refugees
- Demographic settlement and mobility: Technology and technological change
- Transport and communications: Technology and technological change
- Social and civic activities: government and politics
- Social and civic activities: Community services and utilities
- Outside influences: Refugees
- Outside influences: Depression and Boom



**Places associated with this period**

- Binningup Camp
- Former service stations at Benger, Wokalup and Brunswick Junction
- Harvey Post Office and telephone exchange, Hayward Street



## **7.8 INDUSTRY AND AGRICULTURE (1970s-2010s)**

In the late 1960s and early 1970s government supported ventures saw the establishment of large industrial projects within the Shire of Harvey.

In 1964, LaPorte Australia Ltd began operations on the shores of the Leschenault Inlet in Australind. This international company processed the local black sands, or ilmenite, to produce titanium dioxide for a wide variety of commercial uses. The company was one of the leaders in establishing the region for industrial processing and manufacturing. LaPorte Australia Ltd ceased operating in 1990 and the factory is now managed by Cristal Australia Pty Ltd and continues to provide employment opportunities in the region.

International company Alcoa, in partnership with Australian business, began the construction of the Wagerup Alumina Refinery in 1979 which was commissioned for operation in 1984. The refinery is linked by conveyor to the nearby Willowdale bauxite mine in the Darling Ranges and once refined the product is transported by rail to the port of Bunbury for export. The mine and the refinery are a significant employer in the Shire of Harvey and the adjacent Shire of Waroona.

In the mid-1980s the State Government and the Shire of Harvey made plans for a new industrial park to be established in the south of the shire at Kemerton. The Kemerton Industrial Park provides facilities and services for major processing and manufacturing companies. These industries are another major employer in the region and the provision of dual carriage roads and rail to these sites by the State government have supported major investment in the region. As a consequence, land at Leschenault was developed for residential purposes in the 1990s.

The locality of Leschenault is now one of the most populous in the shire which is a sharp contrast to its character throughout the majority of the 20<sup>th</sup> century. The popularity of the area is in part due to its close proximity to the coast. The recreational options for those interested in water sports have improved in recent decades as effective management of the marine environment of the Leschenault Peninsula has led to an increase in crabbing, prawning, fishing and other estuarine activities.

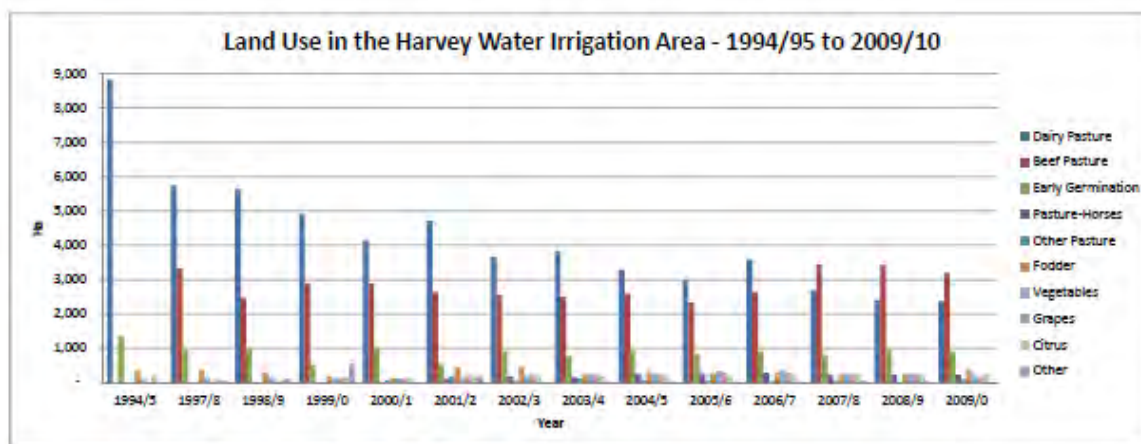
Australind has also developed with more land released for a mix of residential and larger lifestyle lots. The growth of the town is demonstrated by the opening of the Australind High School in 1987. In the late 1990s the Australind Bypass was constructed, linking the Old Coast Road to Bunbury, deviating around Australind. In 2009, the Forrest Highway, a dual-carriageway highway linking Kwinana Freeway with Old Coast Road at Lake Clifton was opened reducing further the travel times to Bunbury. In 2014, the name Forrest Highway was applied to incorporate the entire stretch of road from Kwinana Freeway to Bunbury, including those sections formerly known as Old Coast Road and the Australind Bypass.

Agriculture is still a major industry in the shire with major companies 'Harvey Beef' and 'Harvey Fresh' operating from premises near the Harvey townsite. Harvey Beef is the descendant company of E.G. Green and Sons which was established in Harvey in 1919. The company is a major supplier of beef to local, national and international markets and is a mainstay of the Harvey community as an employer.

Harvey Fresh was established in 1986 but the citrus and orchard industry has a long history in the shire and many growers from the region supply the company with produce. As the company moved

into the processing of dairy products it established connections with one of the other long term industries in the shire; dairy farming.

The following table shows the changing nature of farming practice in the Shire of Harvey from a concentration of dairy farming to a greater emphasis on beef production. (See Figure 18)

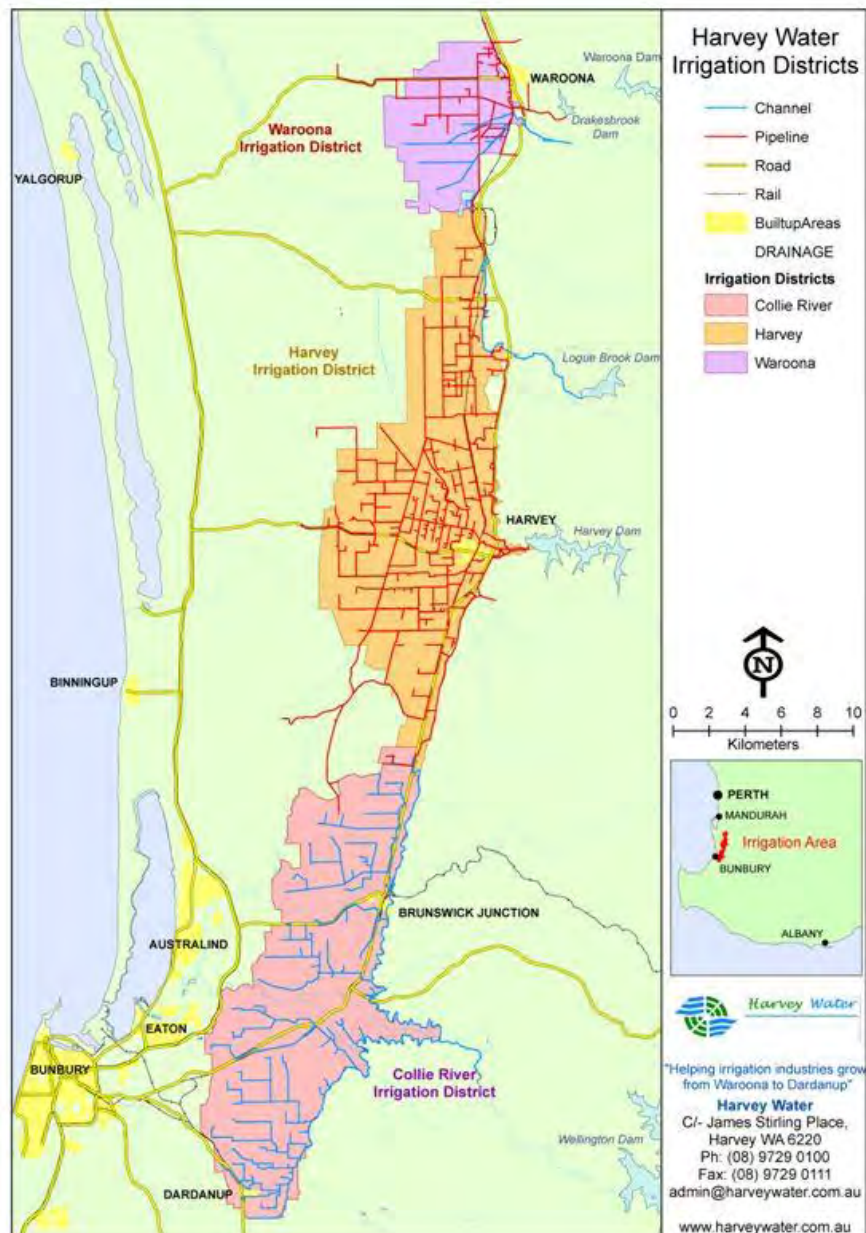


**Figure 18** Land use in the Harvey Water irrigation area, 1994/95 to 2009/10

Courtesy Harvey Water website, <http://www.harveywater.com.au>

One of the main contributors to the success of agriculture in the Shire of Harvey is the effective management of its irrigation scheme. From 1914 to 1996 the irrigation scheme was built, owned and managed by the State government through its agencies; the Public Works Department, later the Water Authority of WA and later the Water Corporation.

As a result of reviews of the operation of the scheme in 1995, the system was ceded to South West Irrigation, an irrigator-owned cooperative which took over ownership of the assets and management in 1996. This co-operative model has enabled the ownership of entitlement to water to be separated from the land title, allowing water to be traded separately to the land. Irrigators own water in the form of shares in the cooperative plus a corresponding certificate of water entitlement. In forming the cooperative, irrigators accepted that they should pay for the upkeep of the infrastructure that provided a direct benefit to them. In July 2002 the trading name was changed to **HARVEY WATER**.



**Figure 19 Plan showing the Harvey Water Irrigation districts**

Courtesy Harvey Water website, <http://www.harveywater.com.au>

The management of water resources in Western Australian is an on-going issue and new technologies are constantly being evaluated for their viability. In 2007, the State government announced that a desalination plant was to be constructed at a location north of the Binningup townsite. The plant was opened in January 2013 and the first drinking water joined the integrated water supply in March 2013.

The Shire of Harvey is a diverse community with an appreciation of its origins whilst engaging with future opportunities. In recent years, whilst the region has diversified through the establishment of major industry, community projects have emerged that celebrate the past. In 1992, the Internment Camp Shrine just outside the Harvey townsite, was enclosed in a chapel built by volunteers

associated with the former internees. The project was a celebratory and healing project for the entire community but especially for the remaining internees.

In 1989, a group of volunteers gathered to record the stories of the Shire of Harvey community. The Harvey District Oral History Group aims to gather history, mainly in the audio tape medium, and make it available through the local libraries for the public to access. This group of long-term residents and recent arrivals recognise that many towns, buildings and sidings are no longer extant and the memories of former residents are evidence of a rich past through fascinating stories.

On 8 July 2014, approximately 200 people gathered to celebrate the 100<sup>th</sup> Anniversary of the opening of the Harvey Town Hall. Many dressed in period costume and replica plans of the original architectural drawings, created by Powell, Cameron and Chisholm Architects for the 1935 Hall additions and new Road Board offices were unveiled to commemorate the occasion. Council conducted a Full Council Meeting in the Lesser Hall, being the location for Road Board meetings in 1914.

Tourism is an increasing industry in the development of Harvey. Projects which celebrate the history of the district whilst providing a service for visitors are encouraged by the Harvey Tourist Bureau. In 1994, the Shire of Harvey oversaw the construction of a replica of Stirling's Cottage or **THE HOMESTEAD** on the Harvey River. This interpretation of the original dwelling is part of the visitors centre complex of buildings which provides an entry to the town.



**Figure 20 The Homestead (Stirling's Cottage)**

Courtesy Shire of Harvey

#### **General themes associated with this period**

- Demographic settlement and mobility: Government Policy
- Demographic settlement and mobility: Environmental Change
- Demographic settlement and mobility: Resource exploitation and depletion
- Occupations: grazing, pastoralism and dairying
- Occupations: manufacturing and processing
- Occupations: Hospitality industry and tourism

- Outside influences: Depression and boom
- Outside influences: Water, power, major transport routes

**Places associated with this period**

- Internment Camp shrine and memorial
- The Homestead



## 7.9 The January 2016 Yarloop/Harvey/Waroona fire

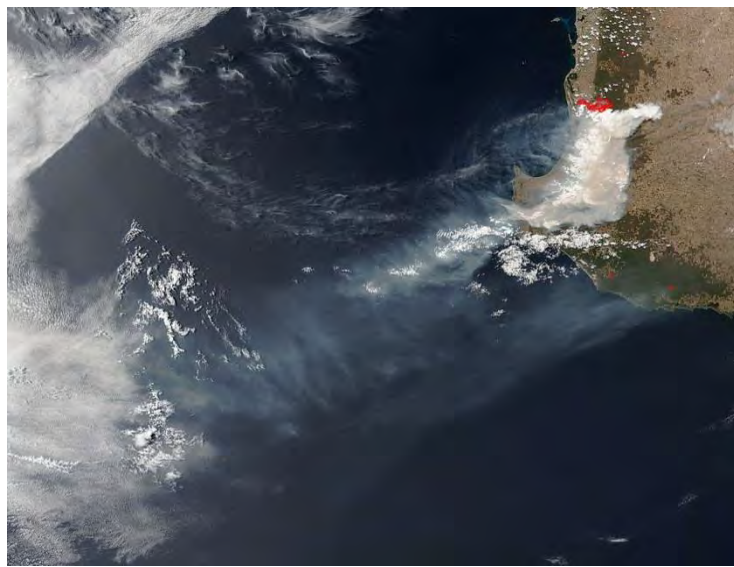


**Figure 21** Picture of Firefighters fighting the January 2016 Yarloop/Harvey/Waroona Fire along South Western Highway

Courtesy Perthnow website, <http://www.perthnow.com.au/>

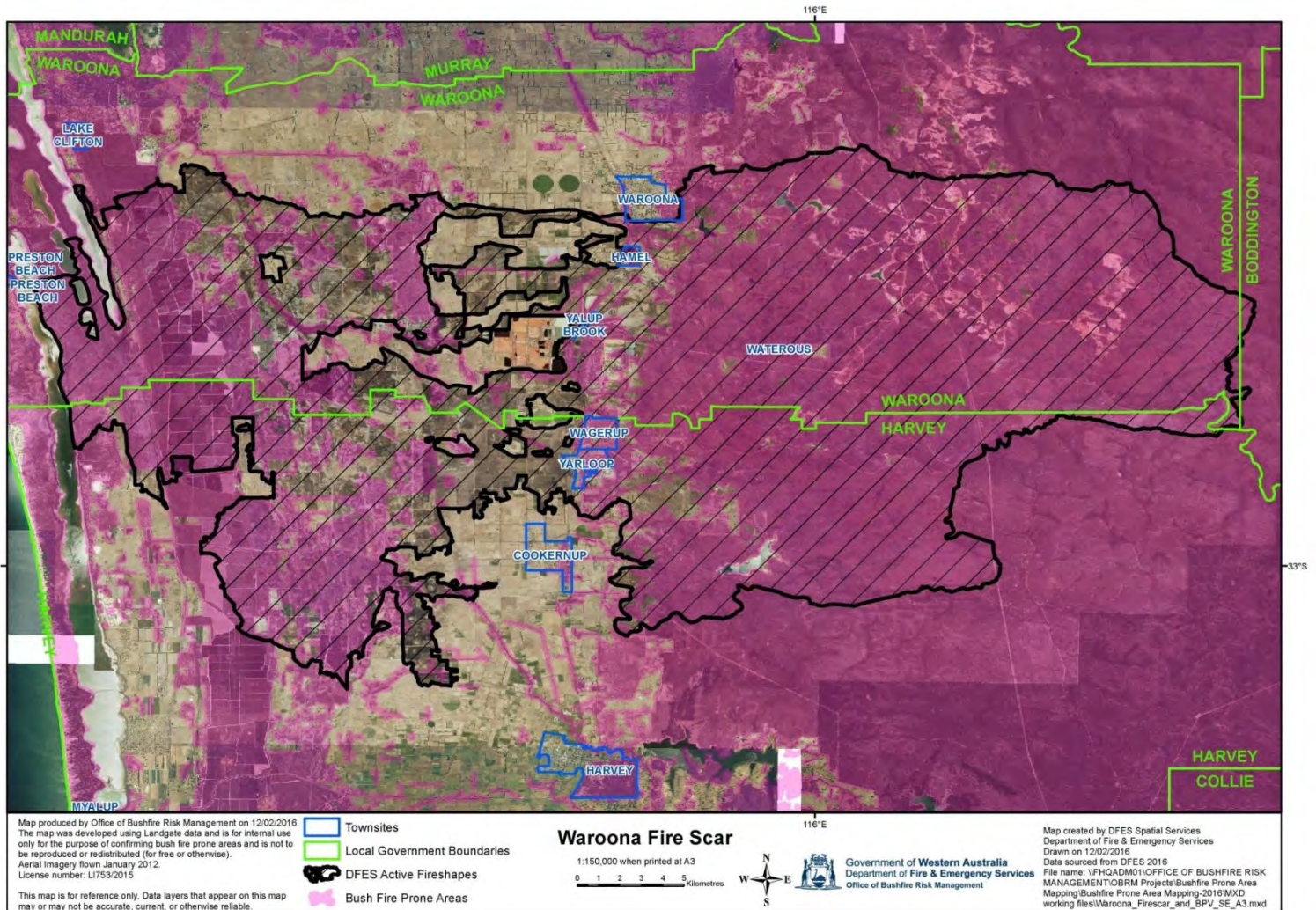
On Wednesday, 6th January 2016, a lightning strike set fire to bushland within State Forest near Dwellingup. The fire, fanned by strong easterlies of 40km/hour, moved in a south west direction eventually burning to the Indian Ocean near Lake Preston. Around 7 pm on Thursday, 7th January 2016 the fire spread to Yarloop, destroying many buildings and structures.

The January 2016 Yarloop/Harvey/Waroona Fire (Fire) covered a total area of 69,165 hectares comprising 31,180 hectares of private property and 37,985 hectares of public land. The fire had a perimeter in excess of 392 kilometres. The extent of the Fire was visible from space. The Fire was so large and intense it generated its own weather pattern with rising heat and particulate matter facilitating the development of Pyrocumulus and Pyrocumulonimbus clouds. The rare weather event created unpredictable winds with sudden gusts, dry lightning strikes and changes in directions making it even more difficult for firefighters to control the blaze.



**Figure 22** Extent of the smoke from the Fire

Courtesy NASA website, <http://www.nasa.gov/>



**Figure 23 January 2016 Yarloop/Harvey/Waroona Fire scar**

Courtesy Department of Fire & Emergency Services

The fire burnt for 17 days and destroyed 181 residential properties and businesses. On the evening of 7<sup>th</sup> January, 166 dwellings were lost in Yarloop and two residents died; being Leslie Taylor and Malcolm Ernest Taylor. A Western Power worker also died on 31<sup>st</sup> January, after touching a fallen power line whilst trying to restore power to Yarloop.

A full account of the fire event can be read in the [Reframing Rural Fire Management” Report of the Special Inquiry into the January 2016 Waroona Fire](#) report.



*Lost Heritage***Figure 24 Yarloop Town Hall aftermath**

Courtesy Shire of Harvey

**Figure 25 Yarloop Workshops Burning in the January 2016 Yarloop/Harvey/Waroona Fire**

Courtesy Emma McIntosh, <http://www.bbc.com/news/>

The Yarloop townsite contains a number of buildings and places with heritage significance that collectively form part of the Yarloop Heritage Area (YHA). There are 65 Places listed in the MHI that are located within Yarloop; 8 of which are not located within the YHA and 5 precincts area. Based on aerial photography and surveys conducted by local and state government agencies, the following was identified:

- 48 of the 60 individual Places (excluding the precincts) listed in the MHI were destroyed or severely damaged;
- 7 of these destroyed or severely damaged Places were located outside the YHA;
- 10 Places survived completely or suffered limited damage excluding the Yarloop Swimming Hole (Place No. 232).

**Figure 26 Yarloop Timber Workshops aftermath**

Courtesy Shire of Harvey





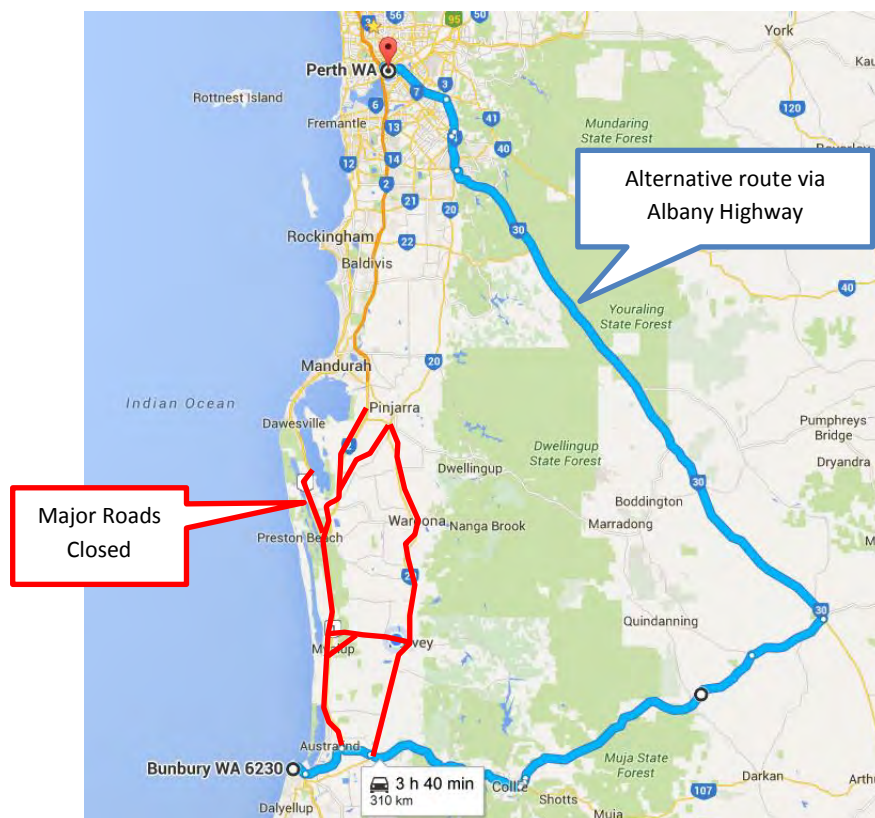
**Figure 27** Yarloop Heritage Area boundaries highlighted showing the January 2016 Yarloop/Harvey/Waroona Fire aftermath

Courtesy Shire of Harvey

*Impact on main transport routes between Perth and the South West.*

The Fire had a significant impact on the transportation network between Perth and the South West region. During this period, the following major routes were temporarily closed:

- Forrest Highway (both directions) from Pinjarra Road to Buffalo Road was closed from the 7<sup>th</sup> January 2016 and reopened on the 11<sup>th</sup> January 2016
- Old Coast Road (both directions) from Old Bunbury Road to Forrest Highway was closed from the 7<sup>th</sup> January 2016 and reopened on the 15<sup>th</sup> January 2016
- South West Highway (both directions) from Greenlands Road to Marriott Road was closed from the 7<sup>th</sup> January 2016 and reopened on the 23<sup>rd</sup> January 2016



**Figure 28** Map image showing the roads closed during the January 2016 Yarloop/Harvey/Waroona Fire.

Courtesy Shire of Harvey

Traffic to and from the South West was diverted from Perth via Albany Highway and Coalfields Highway through Collie. The rail line between Perth and Bunbury was also closed during this period. The temporary closure of these transport routes had affected the Southwest regional economy for the January 2016 period.





**Figure 29** Samson Brook Bridge along South Western Highway (south of Waroona) was destroyed.

Courtesy Perthnow

At a local level, the Samson Brook Bridge along South Western Highway (south of Waroona) and Clifton Road Bridge in Yarloop were destroyed. The Samson Brook Bridge was rebuilt and completed on March 2016. The Clifton Road Bridge was rebuilt and completed on 1<sup>st</sup> July 2016.

#### *Recovery Period and Clean-up operations*

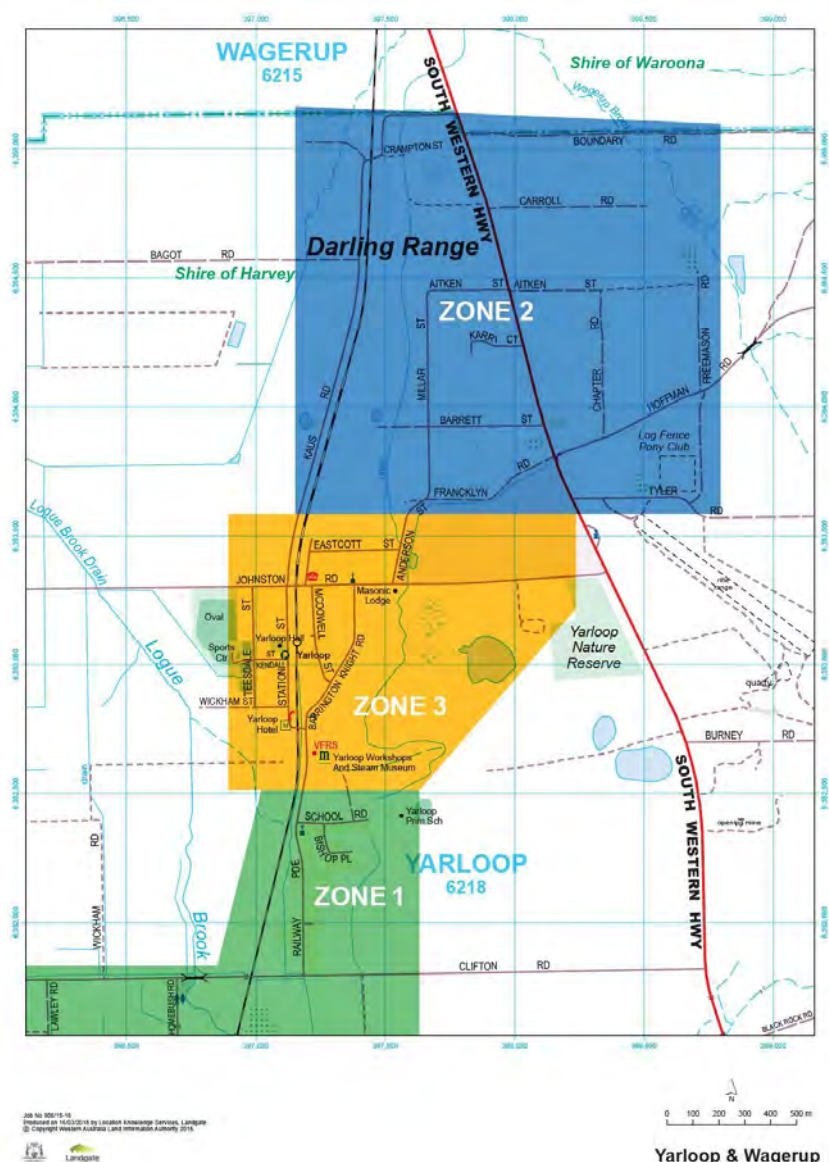
Following the devastation of the Fire, the Western Australian Premier, Colin Barnett appointed Dr Ken Michael as the Recovery Control Coordinator. Dr Michael established the State Recovery Coordination Group to help coordinate the clean-up of Yarloop and facilitate the needs of the people affected. Community groups as well as the Shires of Harvey and Waroona were also involved in this process and providing support.



**Figure 30** Destroyed building in Yarloop after Fire.

Courtesy Wendy Dickinson

The main concern that arose as part of the clean-up operation was the presence of asbestos fibres and other potentially hazardous materials (such as arsenic and lead). Asbestos was used as a building material for many dwellings within Yarloop. Consequently because the Fire destroyed many of these buildings, the clean-up operations also had to address asbestos site contamination.



**Figure 31** The three zones that were to be cleaned up.

Courtesy Waroona Bushfire Cleanup Facebook Page

In order to coordinate the clean-up process, the Yarloop townsite was divided into three zones (refer to Figure 31). The decontamination and subsequent demolition of sites would proceed in order of those zones. The town site reopened on 12<sup>th</sup> August 2016 with some minor works being required.

### *Community Engagement and Spirit*

Notwithstanding the destruction of the fire, the January 2016 Yarloop/Harvey/Waroona Fires highlighted the ethos of volunteerism and community spirit within the Shire. Whilst it is acknowledged that the whole shire community supported Yarloop during and after the Fire, the Cookernup community have excelled in supporting the Yarloop community. The Cookernup community were responsible for taking care of donations, and also became a physical and mental

health support centre, a meeting place for updates and social gatherings. The loss of the built form resulted in the building of community.



**Figure 32 Morning tea at Harvey.**

Courtesy Maree Ellis, <http://www.abc.net.au>

General themes associated with this period:

- Demographic settlement and mobility: Natural Disasters
- Transport and Communications: Road Transport
- Transport and Communications: Rail Transport
- Outside influences: Natural Disasters
- Social And Civic Activities: Government and politics
- Social And Civic Activities: Community services and utilities
- Social And Civic Activities: Environmental awareness
- People: Local heroes and battlers
- People: Innovators

Places associated with this period:

- Yarloop Townsite and Heritage Area
- Yarloop Town Hall
- St Joseph's Church
- Yarloop Timber workshops

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## 7.11 ABORIGINAL SITES

At the request of the Heritage Advisory Committee for the Shire of Harvey the following list has been included within the Municipal Heritage Inventory Review final report.

It is acknowledged that the *Heritage of Western Australia Act 1990* does not include places that are designated of Aboriginal significance. Those sites of Aboriginal significance are protected under the *Aboriginal Heritage Act 1972*.<sup>4</sup>

The *Aboriginal Heritage Act 1972* was introduced in Western Australia to protect Aboriginal heritage. The AHA recognises Aboriginal peoples' strong relationships to the land, which may go back many thousands of years. The AHA provides automatic protection for all places and objects in Western Australia that are important to Aboriginal people because of connections to their culture. These places and objects are referred to as Aboriginal sites.

*Aboriginal sites are places of importance and significance to Aboriginal people and to the cultural heritage of Western Australia. Aboriginal sites are significant because they link Aboriginal cultural tradition to place, land and people over time. Aboriginal sites are as important today as they were many thousands of years ago and will continue to be an integral part of the lives of Aboriginal people and the heritage of Western Australia.*

*Sites can be a diverse range of places. They can be put into two basic but overlapping categories:*

- i) Archaeological sites – places where material remains associate with past Aboriginal land use.*
- ii) Anthropological sites – places of spiritual importance and significance to Aboriginal people.*

*All sites have both archaeological and anthropological aspects.*

The Department of Indigenous Affairs (DIA) within the Government of Western Australia administers the Act and the inclusion of Aboriginal sites within their online database, the Aboriginal Heritage Inquiry System (AHIS). The AHIS records Registered Sites and Other Heritage Places. Under the AHA a registered site is a place or an object which has been assessed as a site under Sections 5 and 39 of the *Aboriginal Heritage Act 1972*. 'Other Heritage Places' are those places or objects which have been recorded but not assessed.

There are many places or objects included in the AHIS and the following list from the DIA website describes the variety of site types. It should be noted that not all of these types are found within the Shire of Harvey.

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<sup>4</sup> The following information has been sourced from the Department of Indigenous Affairs website, [www.dia.wa.gov.au](http://www.dia.wa.gov.au), accessed November 2012.

It should be noted that any Aboriginal site may:

- exist in any area of Western Australia.
- not have been recorded in the Register of Aboriginal Sites or elsewhere.
- not have been identified in previous heritage surveys or reports on that area but remains fully protected under the Act.

Therefore, the absence of any reference to an Aboriginal site in any area is not conclusive. Consultation with relevant Aboriginal communities and native title claimants is recommended to identify any additional Aboriginal sites that may exist and what, if any, further heritage surveys may be required.

## **ABORIGINAL SITE TYPES**

### ***Type of Site: Artefacts***

An artefact site is a place where human activity is identifiable by the presence of a portable object/s (e.g., stone, glass, bone, shell) utilised or modified by Aboriginal people in relation to traditional cultural life past or present.

Isolated artefact/s are also considered under this type of site.

### ***Type of Site: Fish Trap***

A stone, wood, or other similar structure made by Aboriginal people for catching fish. Such structures are generally found on the coast of Western Australia, and in its lakes and rivers.

### ***Type of site: Man-made structure***

The placement or arrangement, by Aboriginal people, of stone, wood or other material made into a structure for ceremonial or utilitarian purposes.

### ***Type of Site: Mythological***

A place that is connected to the great spirit ancestors, in their various manifestations, of the 'Dreamtime' which continues to be important and of special significance to persons of Aboriginal descent.

### ***Site Type: Repository / Cache***

A place where cultural or utilitarian objects are/were taken, or stored, by Aboriginal people, either past or present.

### ***Type of Site: Ceremonial***

A place used for a formal act or series of acts prescribed by ritual, belief in a mythological manifestation, religious belief or observance, protocol or convention that is connected with the traditional cultural life of Aboriginal people past or present.

### ***Type of Site: Grinding patches/Grooves***

A place where grinding patches or grooves can be found. Grinding patches or grooves are smoothed areas or grooves on rock surfaces (non-portable) that have been created by grinding activity associated with food production such as seed milling, preparation of pigments, tool manufacture and/or maintenance and ritual.

***Site Type: Midden***

A place where there is an accumulation of shell refuse that is derived from exploitation of a mollusc resource by Aboriginal people. Such sites may also contain artefacts, fireplaces, burnt shell and bones.

Note: Natural events (e.g. storms) may result in the formation of "midden like" features. Such features are distinguishable from middens by their lack of artefactual material, burnt shell or their composition being of non-edible mollusc species. Therefore, at least two of the following pieces of evidence are required to establish that the accumulation of shells is of Aboriginal origin:

- Presence of charcoal, burnt wood, blackened shells, hearths.
- Presence of bones of other edible species.
- Presence of artefactual material.
- Presence of layers indicating cultural rather than natural deposition.
- Evidence that the shell fish have been exploited by human beings, e.g., broken open backs, edible size.
- Demonstrable selection of edible, mature, shell fish species.
- Ethnographic and/or historical evidence related to the accumulated shell refuse.

***Type of Site: Painting***

Places where Aboriginal people have painted on surfaces. Paintings (including daubings, drawings, stencils, prints) can be figurative or non-figurative markings or motifs on surfaces such as rocks, rock walls and trees at fixed locations that are produced by adding pigments and or mediums, such as ochre, blood, beeswax, animal fats, vegetable dyes, tree saps.

***Type of Site: Skeletal material/Burial***

A place where Aboriginal skeletal material is buried and/or where mortuary practices occurred.

At least one of the following pieces of evidence are required to establish that the reported place is of Aboriginal origin:

Aboriginal skeletal material is visible.

Aboriginal mortuary/burial markers and or ethnographic evidence about the burial/skeletal material.

***Type of Site: Engraving***

A motif (either figurative or non-figurative) on a rock surface produced by percussion or abrasion. Engravings are also often referred to as petroglyphs.

***Type of Site: Historical***



A place that has historical associations with Aboriginal people and may or may not contain physical evidence of those associations.

***Type of Site: Modified or Scarred tree***

A place with one or more tree(s), living or dead, that has been modified by Aboriginal people by removing the bark or wood resulting in the formation of a scar. This sort of modification was and is frequently done for the making of implements, tools or other materials that were used in traditional cultural practices.

At least two of the following pieces of evidence are required to establish that a scar is of Aboriginal origin:

- The scarred tree is an indigenous species and a mature individual.
- The scar base normally begins above ground level.
- The scar is roughly parallel-sided and fairly symmetrical in its overall shape.
- The bark regrowth is generally regular.
- The scar terminations are either squared off or pointed as a result of bark regrowth.
- Axe marks are present.
- Suspected toe holes are arranged in a usable pattern.

***Site Type: Quarry***

Places where there is evidence for the extraction of stone or ochre.

At least two of the following pieces of evidence are required to establish that a natural occurrence of raw material has been used as a quarry:

- Evidence for the removal of material/modified surfaces in the form of negative scarring, crushing, areas of excavation etc.
- Presence of implements used during extraction (e.g. hammerstones, fire-hardened sticks) at the source.
- Evidence of flaking and reduction of the stone material at the source.
- Presence of partially-worked material at the source.
- Ethnographic evidence relating to the extraction of raw material at the source.

**DEFINITIONS FOR PLACES WITH INFORMATION SUPPORTING THE SITE TYPES**

***Archaeological Deposit***

An accumulation of cultural material and sediment deposited over time.

***Birthplace***

A place at which an Aboriginal person was born and is significant based on tradition, historical association or Aboriginal sentiment.

***Camping Place***

A place at which Aboriginal people have camped in association with traditional cultural life past or present.

***Hunting Place***

A place where Aboriginal people have hunted in association with traditional cultural life past or present.

***Massacre***

A place where a significant conflict occurred between Aboriginal and non-Aboriginal groups which resulted in the deaths of numerous Aboriginal people.

***Meeting Place***

An area that was traditionally used by Aboriginal people as a gathering and meeting ground.

***Named Place***

A place that has a traditional Aboriginal name.

***Mission***

A place established by missionaries to convert Aboriginal people to Christianity. Such places typically assimilated residents by training and indoctrination.

***Ochre***

A mineral pigment used by Aboriginal people for painting and ceremonial purposes.

***Plant Resource***

A source of plant material used by Aboriginal people for a variety of functions such as food and medicine.

***Shell***

A place with fragments of entire examples of molluscan shell material, appearing as a surface scatter or an isolated find. The place may represent either a natural deposit, relocated fill or the remains of a mealtime camp by Aboriginal people (midden).

***Rock shelter***

A place recognisable as a cave or overhang that may have been utilised by Aboriginal people.

***Water source***

A source of water, (e.g., gnamma holes, soaks, springs, rockholes), with ethnographic evidence of its use or modification for use by Aboriginal people in connection with traditional cultural life past or present.

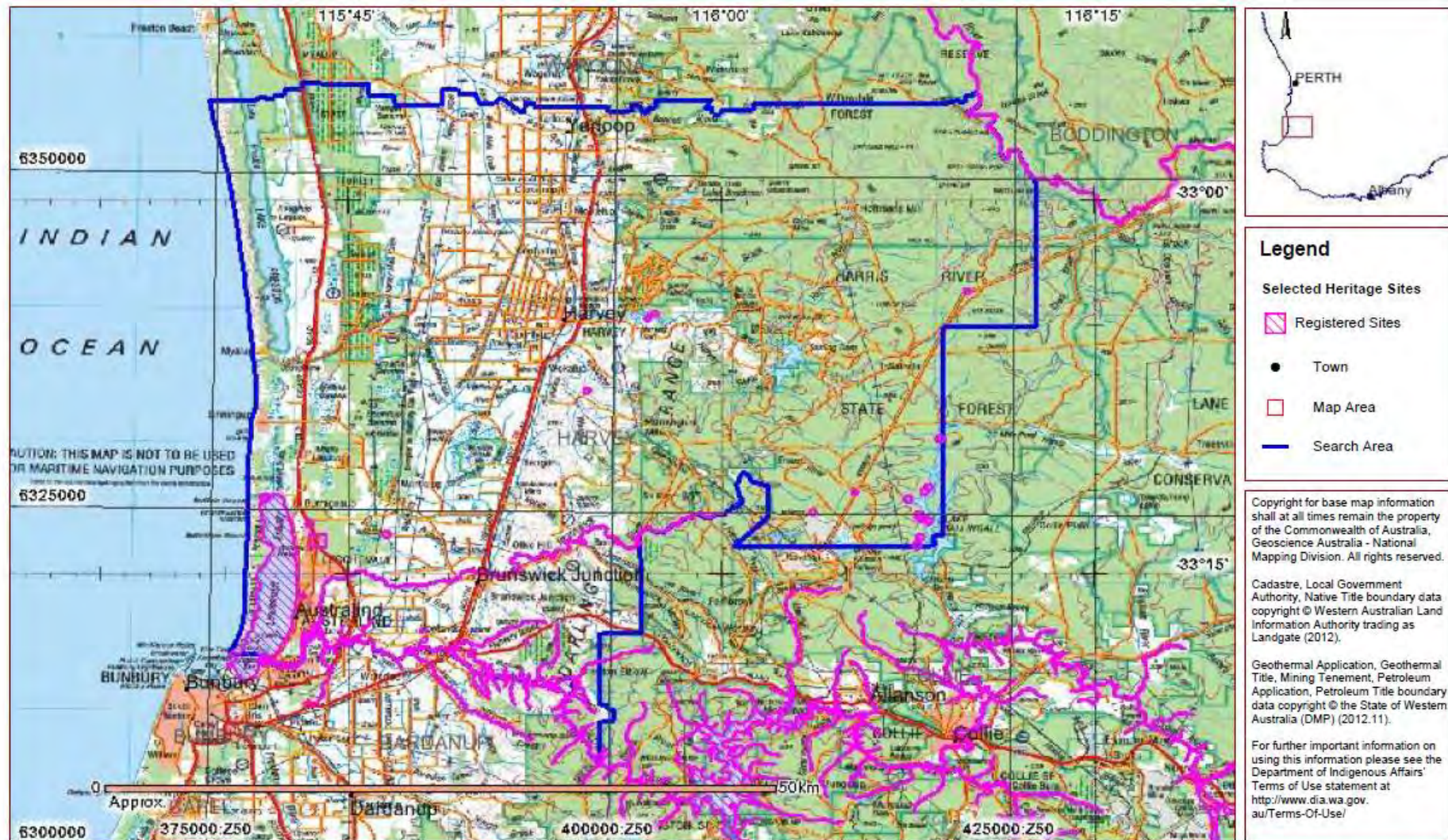
## LIST OF 28 REGISTERED ABORIGINAL SITES

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
3537	R	O	N	Murray River	Mythological		*Registered Informant names available from DIA.	409996mE 6373194mN Zone 50 [Reliable]	S02549
4443	R	O	N	Mellet Creek	Artefacts / Scatter			381639mE 6322648mN Zone 50 [Unreliable]	S02741
4811	R	O	N	Harris River 32	Artefacts / Scatter			419339mE 6324748mN Zone 50 [Reliable]	S01878
4812	R	O	N	Harris River 33	Artefacts / Scatter			419139mE 6324948mN Zone 50 [Reliable]	S01879
4813	R	O	N	Harris River 34	Artefacts / Scatter			419239mE 6324998mN Zone 50 [Reliable]	S01880
4816	R	O	N	Harris River 37	Artefacts / Scatter			418489mE 6326148mN Zone 50 [Reliable]	S01883
4817	R	O	N	Harris River 38	Artefacts / Scatter			419739mE 6327048mN Zone 50 [Reliable]	S01884
4818	R	O	N	Harris River 39	Artefacts / Scatter			419488mE 6326706mN Zone 50 [Unreliable]	S01885
4824	R	O	N	Harris River 45	Artefacts / Scatter			420439mE 6330648mN Zone 50 [Reliable]	S01891

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
4852	R	O	N	Harris River 19	Artefacts / Scatter			419089mE 6322748mN Zone 50 [Reliable]	S01865
4854	R	O	N	Harris River 21	Artefacts / Scatter			419239mE 6323348mN Zone 50 [Reliable]	S01867
4856	R	O	N	Harris River 23	Artefacts / Scatter			419789mE 6324548mN Zone 50 [Reliable]	S01869
4858	R	O	N	Harris River 25	Artefacts / Scatter			419389mE 6324698mN Zone 50 [Reliable]	S01871
4886	R	O	N	Old Coast Road 3	Artefacts / Scatter			381129mE 6323938mN Zone 50 [Reliable]	S01843
4887	R	O	N	Marriott Road	Artefacts / Scatter			385929mE 6323198mN Zone 50 [Reliable]	S01844
5246	R	O	N	Refinery 35	Artefacts / Scatter			412539mE 6325148mN Zone 50 [Reliable]	S01238
5249	R	O	N	Corridor Site 24	Artefacts / Scatter			415139mE 6326648mN Zone 50 [Reliable]	S01136
5290	R	O	N	Corridor Site 03	Artefacts / Scatter			422039mE 6341648mN Zone 50 [Reliable]	S01115
5450	R	O	N	Leschenault Inlet	Artefacts / Scatter			380566mE 6318682mN Zone 50 [Reliable]	S00834
15370	R	O	N	Australind: Ashmore Hts Burial	Ceremonial, Skeletal material/Burial, Artefacts / Scatter	Ochre	*Registered Informant names available from DIA.	380839mE 6318548mN Zone 50 [Reliable]	S03062
15371	R	O	N	Australind: Buffalo Rd Burial	Ceremonial, Skeletal material/Burial,		*Registered Informant	378339mE 6325848mN	S03063

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
					Artefacts / Scatter			Zone 50 [Reliable]	
15713	R	O	N	Harvey Dam 01	Artefacts / Scatter			402539mE 6339748mN Zone 50 [Reliable]	S03065
15714	R	O	N	Harvey Dam 02	Artefacts / Scatter			402075mE 6339454mN Zone 50 [Reliable]	S03066
16711	R	O	N	Black Boy Gully	Mythological		*Registered Informant names available from DIA.	394728mE 6315262mN Zone 50 [Reliable]	
16713	R	O	N	Collie River Waugal	Mythological	Natural Feature, Water source	*Registered Informant names available from DIA.	409120mE 6308049mN Zone 50 [Reliable]	
17776	R	O	N	Brunswick River	Mythological	Natural Feature, Water source	* Registered Informant names available from DIA.	393377mE 6321250mN Zone 50 [Reliable]	
17783	R	O	N	Mornington Corroboree Mill	Ceremonial	Meeting Place	* Registered Informant names available from DIA.	398339mE 6334048mN Zone 50 [Reliable]	
17785	R	O	N	Raymond Road - Alma Road	Man-Made Structure	Camp	* Registered Informant names available from DIA.	388239mE 6316048mN Zone 50 [Reliable]	





Map showing the location of Registered Sites within the Shire of Harvey  
 Courtesy of DIA Aboriginal Heritage Inquiry System, November 2012

**LIST OF 117 OTHER HERITAGE PLACES (AHIS)**

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
3212	S	O	N	Lake Preston: sand Pit S32.	Artefacts / Scatter	Camp, [Other: ?]		381639mE 6356648mN Zone 50 [Unreliable]	S00332
3222	S	O	N	Harvey River Flats 43.	Artefacts / Scatter	Camp, [Other: ?]		386639mE 6352648mN Zone 50 [Unreliable]	S00342
3223	S	O	N	Harvey River Flats 44.	Artefacts / Scatter	Camp, [Other: ?]		386639mE 6352648mN Zone 50 [Unreliable]	S00343
3559	S	O	N	Johnston Road.	Artefacts / Scatter	Camp, [Other: ?]		388689mE 6353848mN Zone 50 [Reliable]	S02442
4763	S	O	N	Harris Dam Extension 01	Artefacts / Scatter			420639mE 6323648mN Zone 50 [Unreliable]	S01966
4814	S	O	N	Harris River 35	Artefacts / Scatter			419239mE 6325498mN Zone 50 [Reliable]	S01881
4815	S		N	Harris River 36	Artefacts / Scatter			420689mE 6325648mN Zone 50 [Reliable]	S01882
4819	I	O	N	Harris River 40	Artefacts / Scatter			420189mE 6329398mN Zone 50 [Reliable]	S01886
4820	S	O	N	Harris River 41	Artefacts / Scatter			420439mE 6329448mN Zone 50 [Reliable]	S01887

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
4821	S	O	N	Harris River 42	Artefacts / Scatter			420439mE 6329948mN Zone 50 [Reliable]	SO1888
4822	S	O	N	Harris River 43	Artefacts / Scatter			420089mE 6329948mN Zone 50 [Reliable]	SO1889
4823	S	O	N	Harris River 44	Artefacts / Scatter			420439mE 6330348mN Zone 50 [Reliable]	SO1890
4825	I	O	N	Harris River 46	Artefacts / Scatter			420339mE 6330998mN Zone 50 [Reliable]	SO1892
4826	I	O	N	Harris River 47	Artefacts / Scatter			420439mE 6331498mN Zone 50 [Reliable]	SO1893
4827	I	O	N	Harris River 48	Artefacts / Scatter			420589mE 6331498mN Zone 50 [Reliable]	SO1894
4832	S	O	N	Harris River 53	Artefacts / Scatter			419339mE 6324648mN Zone 50 [Reliable]	SO1899
4849	S	O	N	Harris River 16	Artefacts / Scatter			419789mE 6322498mN Zone 50 [Reliable]	SO1862
4853	I	O	N	Harris River 20	Artefacts / Scatter			418889mE 6323148mN Zone 50 [Reliable]	SO1866
4855	S	O	N	Harris River 22	Artefacts / Scatter			420289mE 6324648mN Zone 50 [Reliable]	SO1868
4857	I	O	N	Harris River 24	Artefacts / Scatter			419539mE 6324548mN	SO1870



SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
								Zone 50 [Reliable]	
4859	S	O	N	Harris River 26	Artefacts / Scatter			419239mE 6324548mN Zone 50 [Reliable]	SO1872
4860	S	O	N	Harris River 27	Artefacts / Scatter			419289mE 6324648mN Zone 50 [Reliable]	SO1873
4861	S	O	N	Harris River 28	Artefacts / Scatter			419339mE 6324748mN Zone 50 [Reliable]	SO1874
4862	I	O	N	Harris River 29	Artefacts / Scatter			419139mE 6324798mN Zone 50 [Reliable]	SO1875
4863	S	O	N	Harris River 30	Artefacts / Scatter			419239mE 6324748mN Zone 50 [Reliable]	SO1876
4864	S	O	N	Harris River 31	Artefacts / Scatter			419239mE 6324848mN Zone 50 [Reliable]	SO1877
4884	S	O	N	Old Coast Road 1	Artefacts / Scatter			380399mE 6327948mN Zone 50 [Reliable]	SO1841
4885	S	O	N	Old Coast Road 2	Artefacts / Scatter			381039mE 6324308mN Zone 50 [Reliable]	SO1842
5167	S	O	N	Natgas 261	Artefacts / Scatter			383133mE 6318174mN Zone 50 [Unreliable]	SO1281
5193	S	O	N	Refinery 38	Artefacts / Scatter			412239mE 6324048mN Zone 50 [Reliable]	SO1241
5194	I	O	N	Refinery 38	Artefacts / Scatter			410939mE 6323348mN Zone 50 [Reliable]	SO1242
5195	S	O	N	Refinery 40	Artefacts / Scatter			411079mE 6323328mN	SO1243

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
								Zone 50 [Reliable]	
5196	S	O	N	Refinery 41	Artefacts / Scatter			411989mE 6322708mN Zone 50 [Reliable]	SO1244
5202	S	O	N	Refinery 47	Artefacts / Scatter			414539mE 6323348mN Zone 50 [Reliable]	SO1250
5203	S	O	N	Refinery 48	Artefacts / Scatter			413689mE 6324598mN Zone 50 [Reliable]	SO1251
5232	S	O	N	Refinery 21	Artefacts / Scatter			410789mE 63231488mN Zone 50 [Reliable]	SO1224
5233	S	O	N	Refinery 22	Artefacts / Scatter			409839mE 6324048mN Zone 50 [Reliable]	SO1225
5234	S	O	N	Refinery 23	Artefacts / Scatter			409239mE 6324248mN Zone 50 [Reliable]	SO1226
5235	S	O	N	Refinery 24	Artefacts / Scatter			409339mE 6324248mN Zone 50 [Reliable]	SO1227
5236	S	O	N	Refinery 25	Artefacts / Scatter			409889mE 6324148mN Zone 50 [Reliable]	SO1228
5237	S	O	N	Refinery 26	Artefacts / Scatter			410089mE 6322548mN Zone 50 [Reliable]	SO1229
5238	S	O	N	Refinery 27	Artefacts / Scatter			410189mE 6322548mN Zone 50 [Reliable]	SO1230
5242	S	O	N	Refinery 31	Artefacts / Scatter			410239mE 6324448mN Zone 50 [Reliable]	SO1234
5243	S	O	N	Refinery 32	Artefacts / Scatter			410039mE 6324448mN	SO1235



SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
								Zone 50 [Reliable]	
5244	S	O	N	Refinery 33	Artefacts / Scatter			412089mE 6324428mN Zone 50 [Reliable]	SO1236
5245	S	O	N	Refinery 34	Artefacts / Scatter			411589mE 6324798mN Zone 50 [Reliable]	SO1237
5247	S	O	N	Refinery 36	Artefacts / Scatter			412089mE 6325248mN Zone 50 [Reliable]	SO1239
5248	S	O	N	Refinery 37	Artefacts / Scatter			413289mE 6324998mN Zone 50 [Reliable]	SO1240
5288	S	O	N	Corridor Site 01	Artefacts / Scatter			421739mE 6341348mN Zone 50 [Reliable]	SO1113
5289	S	O	N	Corridor Site 02	Artefacts / Scatter			421939mE 6341348mN Zone 50 [Reliable]	SO1114
5291	S	O	N	Corridor Site 04	Artefacts / Scatter			422339mE 6341648mN Zone 50 [Reliable]	SO1116
5297	S	O	N	Corridor Site 13: Coulee Rd	Artefacts / Scatter			424339mE 6342798mN Zone 50 [Reliable]	SO1125
5298	S	O	N	Corridor Site 19	Artefacts / Scatter			418439mE 6334048mN Zone 50 [Reliable]	SO1131
5299	S	O	N	Corridor Site 20	Artefacts / Scatter			418339mE 6333748mN Zone 50 [Reliable]	SO1132
5300	S	O	N	Corridor Site 21	Artefacts / Scatter			417239mE 6331248mN Zone 50 [Reliable]	SO1133
5301	S	O	N	Corridor Site 22	Artefacts / Scatter			416739mE 6330148mN	SO1134

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
								Zone 50 [Reliable]	
5302	S	O	N	Corridor Site 23	Artefacts / Scatter			416639mE 63299488mN Zone 50 [Reliable]	SO1135
5309	I	O	N	Westrail Survey 07	Artefacts / Scatter			419639mE 6333648mN Zone 50 [Unreliable]	SO0972
5310	I	O	N	Westrail Survey 08	Artefacts / Scatter			420639mE 6333648mN Zone 50 [Unreliable]	SO0973
5311	I	O	N	Westrail Survey 09	Artefacts / Scatter			414639mE 6328648mN Zone 50 [Unreliable]	SO0974
5312	I	O	N	Westrail Survey 10	Artefacts / Scatter			413639mE 6327648mN Zone 50 [Unreliable]	SO0975
5313	I	O	N	Westrail Survey 11	Artefacts / Scatter			414639mE 6327648mN Zone 50 [Unreliable]	SO0976
5314	I	O	N	Westrail Survey 12	Artefacts / Scatter			413639mE 6326648mN Zone 50 [Unreliable]	SO0977
5315	I	O	N	Westrail Survey 13	Artefacts / Scatter			413639mE 6326648mN Zone 50 [Unreliable]	SO0978
5316	I	O	N	Westrail Survey 14	Artefacts / Scatter			414639mE 6326648mN Zone 50 [Unreliable]	SO0979
5317	S	O	N	Westrail Survey 15	Artefacts / Scatter			413639mE 6323648mN Zone 50 [Unreliable]	SO0980
5318	S	O	N	Westrail Survey 16	Artefacts / Scatter			414639mE 6324648mN Zone 50 [Unreliable]	SO0981
5319	I	O	N	Westrail Survey 17	Artefacts / Scatter			414639mE 6323648mN	SO0982

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
								Zone 50 [Unreliable]	
5614	I	O	N	Lake Preston	Artefacts / Scatter			375136mE 6345149mN Zone 50 [Unreliable]	S00561
5797	S	O	N	Harvey 45	Artefacts / Scatter	Camp, [Other:?]		381639mE 6344648mN Zone 50 [Unreliable]	S00344
5798	S	O	N	Harvey 46	Artefacts / Scatter	Camp, [Other:?]		381974mE 6340452mN Zone 50 [Unreliable]	S00345
5799	S	O	N	Harvey 47	Artefacts / Scatter	Camp, [Other:?]		382888mE 6340461mN Zone 50 [Unreliable]	S00346
5800	S	O	N	Harvey 48	Artefacts / Scatter	Camp, [Other:?]		387639mE 6340648mN Zone 50 [Unreliable]	S00347
5801	S	O	N	Harvey 49/Myalup Beach Rd	Artefacts / Scatter	Camp, [Other:?]		381639mE 6336648mN Zone 50 [Unreliable]	S00348
5802	S	O	N	Harvey 50/Myalup Beach Rd	Artefacts / Scatter	Camp, [Other:?]		387639mE 6338648mN Zone 50 [Unreliable]	S00349
5803	S	O	N	Harvey / Brunswick Junction 51	Artefacts / Scatter	Camp, [Other:?]		380930E 6331640mN Zone 50 [Unreliable]	S00350
5804	I	O	N	Harvey 52/ Brunswick Junction Road	Artefacts / Scatter	Camp, [Other:?]		381938mE 6331448mN Zone 50 [Unreliable]	S00351
5805	S	O	N	Harvey 53 / Brunswick Junction Road	Artefacts / Scatter	Camp, [Other:?]		382438mE 6331638mN Zone 50 [Unreliable]	S00352
5806	I	O	N	Harvey 54 / Brunswick Junction Road	Artefacts / Scatter	Camp, [Other:?]		382538mE 6331648mN Zone 50 [Unreliable]	S00353
5807	S	O	N	Harvey 55/ Brunswick Junction	Artefacts / Scatter	Camp, [Other:?]		384639mE 6330648mN	S00354

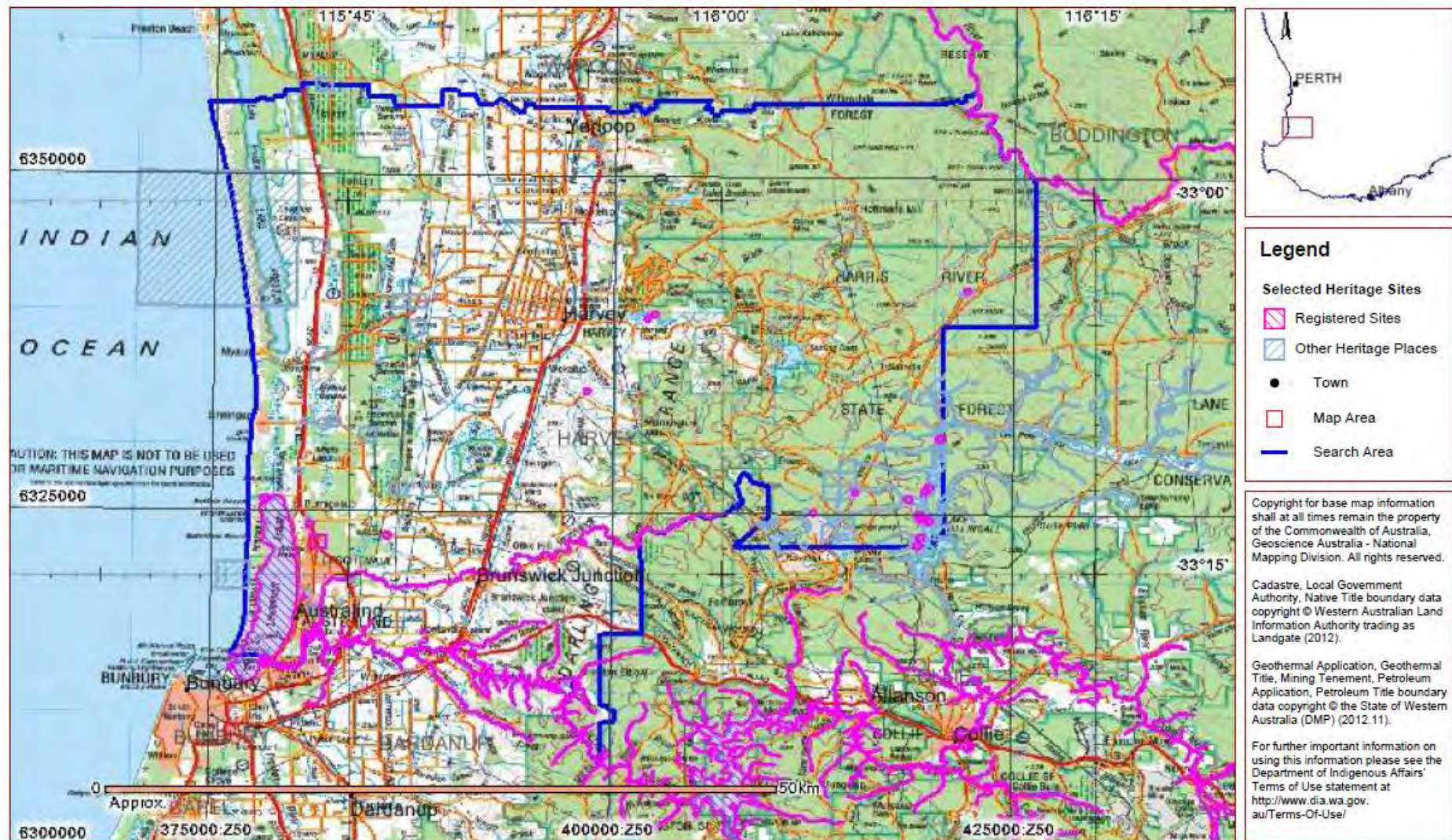
SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
				Road				Zone 50 [Unreliable]	
5808	S	O	N	Brunswick Junction 56	Artefacts / Scatter	Camp, [Other:?)		388639mE 6326648mN Zone 50 [Unreliable]	S00355
5809	S	O	N	Brunswick Junction 57	Artefacts / Scatter	Camp, [Other:?)		386639mE 6326648mN Zone 50 [Unreliable]	S00356
5810	S	O	N	Brunswick Junction 58	Artefacts / Scatter	Camp, [Other:?)		386639mE 6326648mN Zone 50 [Unreliable]	S00357
5811	S	O	N	Harvey 60	Artefacts / Scatter	Camp, [Other:?)		380777mE 6336050mN Zone 50 [Reliable]	S00359
5843	S	O	N	Harvey	Artefacts / Scatter	Camp, [Other:?)		386639mE 6340648mN Zone 50 [Unreliable]	S00235
5860	I	O	N	Australind	Artefacts / Scatter	Camp, [Other:?)		380939mE 6318848mN Zone 50 [Unreliable]	S00253
5861	I	O	N	Australind	Artefacts / Scatter	Camp, [Other:?)		381839mE 6317648mN Zone 50 [Unreliable]	S00254
5862	I	O	N	Australind	Artefacts / Scatter	Camp, [Other:?)		381539mE 6317648mN Zone 50 [Unreliable]	S00255
16710	S	O	N	Jack Slaven's Camp	Man Made Structure	Camp	*Registered Informant names available from DIA	391860mE 6314231mN Zone 50 [Reliable]	
16712	S	O	N	Slaven Hill Springs	Historical	Water Source	*Registered Informant names available from DIA	391921mE 6314393mN Zone 50 [Reliable]	
16715	I	O	N	Collie River Campsites	Historical	Camp	*Registered Informant names available from DIA	393678mE 6313284mN Zone 50 [Reliable]	

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
16716	S	O	N	Collie River Bridge Campsite	Man Made Structure	Camp	*Registered Informant names available from DIA	389919mE 6314727mN Zone 50 [Reliable]	
17773	I	O	N	Treedale Road Camp	Man Made Structure	Camp, Water source	*Registered Informant names available from DIA	388089mE 6315198mN Zone 50 [Reliable]	
17777	S	O	N	Native Marsupial Site – ‘Chuditch’	Mythological	Natural Feature	*Registered Informant names available from DIA	394670mE 6331883mN Zone 50 [Reliable]	
17778	S	O	N	Kelly’s Camp	Man Made Structure	Camp, Water source	*Registered Informant names available from DIA	389919mE 6314727mN Zone 50 [Reliable]	
17779	S	O	N	Wallam’s Camps 1 & 2	Man Made Structure, Historical	Camp, Water source	*Registered Informant names available from DIA	398169mE 6341718mN Zone 50 [Reliable]	
17780	I	O	N	Kelly Road Camps	Man Made Structure, Historical	Meeting Place, Camp, Water source	*Registered Informant names available from DIA	390902mE 6316873mN Zone 50 [Reliable]	
17784	S	O	N	Benger Swamp Potato Shed	Man Made Structure, Historical	Camp	*Registered Informant names available from DIA	393689mE 6328348mN Zone 50 [Reliable]	
18499	L	O	N	Clem Jones Artifact Scatters	Artefacts / Scatter			398690mE 6352402mN Zone 50 [Reliable]	
20057	I	O	N	Howson Drive Lagoon	Mythological		*Registered Informant names available from DIA	383760mE 6319889mN Zone 50 [Reliable]	
20822	I	O	N	Brunswick Burial Site	Skeletal material/burial		*Registered Informant names available from DIA	391842mE 6320587mN Zone 50 [Reliable]	
21905	L	O	N	Harris River	Mythological	Water Source	*Registered Informant names available from DIA	426259mE 6328073mN Zone 50 [Reliable]	
24674	L	O	N	S05-01	Artefacts / Scatter		*Registered Informant names available from DIA	406154mE 6353597mN Zone 50 [Reliable]	



SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
24675	L	O	N	S05-02	Artefacts / Scatter, Historical		*Registered Informant names available from DIA	408912mE 6351882mN Zone 50 [Reliable]	
24676	L	O	N	S05-03	Artefacts / Scatter		*Registered Informant names available from DIA	408015mE 6350055mN Zone 50 [Reliable]	
24677	L	O	N	S05-04	Artefacts / Scatter		*Registered Informant names available from DIA	406477mE 6350045mN Zone 50 [Reliable]	
24678	L	O	N	S05-05	Artefacts / Scatter		*Registered Informant names available from DIA	405795mE 6350632mN Zone 50 [Reliable]	
24679	L	O	N	S05-06	Artefacts / Scatter		*Registered Informant names available from DIA	405648mE 6348956mN Zone 50 [Reliable]	
24680	L	O	N	S05-07	Artefacts / Scatter		*Registered Informant names available from DIA	413132mE 6350509mN Zone 50 [Reliable]	
24681	L	O	N	S05-08	Artefacts / Scatter		*Registered Informant names available from DIA	403163mE 6355124mN Zone 50 [Reliable]	
24682	L	O	N	S05-09	Artefacts / Scatter		*Registered Informant names available from DIA	403013mE 6354757mN Zone 50 [Reliable]	
24683	L	O	N	S05-10	Artefacts / Scatter		*Registered Informant names available from DIA	403105mE 6354840mN Zone 50 [Reliable]	
24686	L	O	N	S05-13	Artefacts / Scatter		*Registered Informant names available from DIA	414841mE 6351171mN Zone 50 [Reliable]	
24687	L	O	N	S05-14	Artefacts / Scatter		*Registered Informant names available from DIA	414285mE 6351619mN Zone 50 [Reliable]	
24724	L	O	N	Willowdale Isolated Finds	Artefacts / Scatter		*Registered Informant names available from DIA	408595mE 6351489mN Zone 50 [Reliable]	

SITE ID	STATUS	ACCESS	RESTRICTION	SITE NAME	SITE TYPE	ADDITIONAL INFO	INFORMANTS	COORDINATES	SITE NO.
26440	L	O	N	Yalgorup park Gnamma Holes	Man Made Structure	Water source		379750mE 6355424mN Zone 50 [Reliable]	
28839	L	C	N	Belvedere Beach Burial	Ceremonial, Skeletal material/Burial, Man- Made Structure	Archaeological Deposit	*Registered Informant names available from DIA	Not available for closed sites	



Map showing the location of Other Heritage Places within the Shire of Harvey  
 Courtesy of DIA Aboriginal Heritage Inquiry System, November 2012

## 8.0 THEMATIC MATRIX



	PRE 1829- 1840s	1840s-1890s	1890s-1910s	1910s-1950s	1950s-1970s	1970s-1990s	1990s-2010s
<b>DEMOGRAPHIC SETTLEMENT AND MOBILITY</b>							
<ul style="list-style-type: none"> <li>• Aboriginal occupation</li> <li>• Land allocation and subdivision</li> <li>• Exploration and surveying</li> <li>• Workers</li> <li>• Settlements</li> <li>• Government Policy</li> <li>• Environmental Change</li> <li>• Resource Exploitation and depletion</li> <li>• Depression and boom</li> <li>• Technology and technological change</li> <li>• Natural disasters</li> </ul>	<p>Aboriginal Occupation Baudin expedition 1801-1803</p> <p>Stirling expedition 1827</p> <p>Granting of land to 4 private owners</p>	<p>Formation of WA Company in London and planned settlement at Australind</p> <p>Convicts transported to Western Australia 1850-1868</p> <p>Large landholdings split and farmers take up smaller leases</p>	<p>Korikekup Estate subdivided and establishment of town of Harvey</p>	<p>1916 opening of Harvey Weir</p> <p>1947 Stirling Dam opened</p> <p>1930s Diversion Drain constructed</p> <p>1924 Electricity supplied to Harvey townsite</p> <p>Soldier Settlement schemes after WWI and WWII</p>	<p>1950s establishment of subdivisions at Myalup and Binningup for holiday cottages</p>	<p>Population relatively static</p> <p>Consolidation of farming properties into larger landholdings</p>	<p>Development of Leschenault as a residential subdivision</p> <p>Population growth at Australind</p> <p>Harvey townsite population declines</p> <p>2013 Opening of Binninup Desalination Plant</p> <p>New residential subdivision</p> <p>The January 2016 Waroona Fires destroyed many properties within and around Yarloop.</p>
<b>TRANSPORT AND COMMUNICATIONS</b>							
<ul style="list-style-type: none"> <li>• Rail and light rail transport</li> <li>• Road transport</li> <li>• Mail Services</li> <li>• Newspapers</li> <li>• Technology and technological change</li> <li>• Telecommunications</li> </ul>	<p>Aboriginal occupation</p>	<p>Rough roads and horse drawn vehicles</p> <p>River and sea transport</p> <p>Bridges constructed</p> <p>Improved convict built roads and bridges</p>	<p>1893 completion of South West Railway from Bunbury to Perth</p>	<p>Postal services improve</p> <p>Timber rail lines built through the Darling Range timber leases.</p>	<p>Increase in private car ownership</p> <p>Decline in rail transport</p> <p>Provision of telephones to private homes</p>	<p>Heavy road use leads to improvements in regional roads</p>	<p>Australind Bypass</p> <p>2009 Forrest Highway</p> <p>Internet access enables more unstructured work practices</p> <p>During the January 2016 Waroona Fires the main roads between Perth and the South West region and the Perth – Bunbury rail line were closed.</p>



OCCUPATIONS							
<ul style="list-style-type: none"> <li>Rural industry and market gardening</li> <li>Mining</li> <li>Timber industry</li> <li>Domestic activities</li> <li>Intellectual activities, arts &amp; crafts</li> <li>Commercial services and industries</li> <li>Technology and technological change</li> <li>Manufacturing and processing</li> <li>Hospitality industry and tourism</li> </ul>	Aboriginal Occupation	Stock grazing  Subsistence farming	Establishment of citrus growing near Harvey  Timber industry established  Dairy farming	Timber industry increases and becomes a major employer  Dairy industry centres on Brunswick Junction  Establishment of Brownes Factory, later Peters Creameries in Brunswick Junction	Dairy farming  Laporte Australind Factory  Timber industry declines  Orchards	1984 Opening of Wagerup Alumina Refinery and Willowdale Mine  1980s Kemerton Industrial Park  1986 Harvey Fresh  Bauxite and mineral sands mining	Beef production increases  Fly in – Fly out workforces settle in the shire and work elsewhere  Tourism opportunities increase  2002 Formation of Harvey Water to control irrigation
	PRE 1829- 1840s	1840s-1890s	1890s-1910s	1910s-1950s	1950s-1970s	1970s-1990s	1990s-2010s
SOCIAL AND CIVIC ACTIVITIES							
<ul style="list-style-type: none"> <li>Government and politics</li> <li>Education and science</li> <li>Law and order</li> <li>Community services and utilities</li> <li>Sport, recreation and entertainment</li> <li>Religion</li> <li>Cultural activities</li> <li>Institutions</li> <li>Environmental awareness</li> </ul>	Aboriginal Occupation	St Nicholas Church Australind established  First schools established	Harvey Fruit Growers Association  1895 Brunswick District Road Board  1908 Harvey District Road Board	Harvey Recreation Ground  Several churches built in the shire	Brunswick Recreation Ground Established  1961 Shire of Harvey  1953 Harvey Agricultural School established  1953 Harvey Junior High School	1989 Formation of Harvey District Oral History Group  Greater government control over environmental issues	Water based activities in the Leschenault Inlet improved as a result of improvements in the quality of water  The “Reframing Rural Fire Management” Report of the Special Inquiry into the January 2016 Waroona Fire was commissioned.
OUTSIDE INFLUENCES							
<ul style="list-style-type: none"> <li>World Wars and other wars</li> <li>Refugees</li> <li>Natural Disasters</li> <li>Depression and Boom</li> <li>Markets</li> <li>Tourism</li> <li>Water, power, major transport routes</li> </ul>	Aboriginal Occupation	1885 - Gold discoveries in WA lead to an increasing population and investment in the state	1899-1902 Boer War	1914-1918 World War I  1930s Great Depression  1939-1945 World War II  Harvey Internment camp 1940-1942	1950s post war refugees arrive in Australia	1960s and 1970s mining boom	Environment issues a greater concern  The January 2016 Waroona Fires destroyed many properties within and around Yarloop.

PEOPLE							
<ul style="list-style-type: none"> <li>• Aboriginal people</li> <li>• Early settlers</li> <li>• Local heroes and battlers</li> <li>• Innovators</li> <li>• Famous and Infamous people</li> </ul>	Aboriginal Occupation	Clifton family James Stirling Joseph Logue Benjamin Piggott Ephraim Clarke John Allnutt Thomas Little Maurice B Smith Thomas Chapman Robert Rose William Reading James Rodgers Fry Family	Dr Henry Harvey  Dr William Hayward  Gibbs Brothers	Roy Eckersley  Millars Karri and Jarrah Company Ltd			The January 2016 Waroona Fires highlighted the ethos of volunteerism and community spirit within the Shire.

## 9.0 PLACE RECORD FORMS LISTED BY LOCALITY

PLACE NUMBER	PLACE NAME	ADDRESS	MANAGEMENT CATEGORY
<b>AUSTRALIND</b>			
1	Australind Cemetery	Lot 377 Old Coast Road (Reserve 7575), Australind	2
2	Australind Memorial	Lot 4921 Old Coast Road (Reserve 9792), Australind	2
3	Australind School (fmr) - (Historic Site & Significant Trees)	Cathedral Avenue, Australind	4
4	Belvidere - (Historic Site)	Lot 5641 Buffalo Road (Reserve 42470), Leschenault	4
5	Cathedral Avenue	Cathedral Avenue, Australind	3
6	Cook's Cottage	Lot 200 (474) Cathedral Avenue, Australind	1
7	Henton Cottage	Lot 225 (301) Old Coast Road, Australind	1
8	John Boyle O'Reilly Monument	Lot 5641 Buffalo Road (Reserve 42470), Leschenault	4
9	Lower Collie River Bridge	Old Coast Road, Clifton Park	4
10	Paris Road Bridge	Paris Road, Australind	4
11	Parkfield Homestead	Lot 14 (83) Springhill Road, Parkfield	3
12	Pioneer Park	Lot 4951 (369) Old Coast Road, Australind	4
13	Point Lautour	Lot 9518 Junction of Brunswick and Collie Rivers, Australind	4
14	St Nicholas Anglican Church	Lot 324 (9) Paris Road, Australind	1
15	Shenton's Cottage - (Historic Site)	Lot 9200 Collie River, Australind	4
16	Springhill Homestead and Cemetery	Lot 8 (98) Springhill Road, Parkfield	2
17	Upton House	Lot 78 (4) Upton Place, Australind	1
<b>BENGER</b>			
18	Benger Hall (fmr) - (Historic Site)	Lot 4143 South Western Highway (nw corner of Swamp Road) (Reserve 12928), Benger	4
19	Benger School (fmr)	Lot 4069 South Western Highway (Reserve 18387), Benger	2
20	Benger Service Station	Lot 6 South Western Highway, Benger	3
21	Benger Swamp	Lot 4 Swamp Road (Reserve 34811), Benger	3
22	Old Farm building	Lot 6 South Western Highway (nw corner of Partridge Road), Benger	4
23	Partridge Rd - (Historic Site)	Junction South Western Highway (south of Benger townsite), Benger	4
24	Potato Shed (fmr) – (Historic Site)	Lot 4 Swamp Road, Benger	4
25	Red Hill Homestead	Lot 6 (11963) South Western Highway, Benger	3
26	Shenfield Homestead	Lot 420 (12311) South Western Highway, Benger	2
27	Sheron Homestead	Lot 2 (12023) South Western Highway, Benger	2
28	The Cantina	Lot 35 (12636) South Western Highway, Benger	2
29	White Rocks Farm	Lot 96 (12705) South Western Highway, Benger	2
<b>BINNINGUP</b>			
30	Binningup Camp	Lot 164 (2) Valentine Road, Binningup	3
31	Runnymede Cottage and Flossie's Cottage	Lot 10 Runnymede Road, Binningup	3
<b>BRUNSWICK JUNCTION</b>			
32	Alverstoke Homestead	Lot 5 (484) Clifton Road, Brunswick	1
33	Bill Arthur's Bridge	Wellesley Road, Brunswick	3
34	Brunswick Hotel	Lot 148 (22-24) Ommaney Road (cnr Clifton Road), Brunswick	2
35	Brunswick Memorial Gates	Lot 4562 Ommaney Road, Brunswick	2
36	Brunswick Public School (fmr) and Significant Trees	Lot 5045 South Western Highway, Brunswick	4
37	Brunswick Railway Station	Lot 301-304 Ommaney Road (Reserve 51204), Brunswick	4
38	Brunswick River Bridge	South Western Highway, Brunswick	3
39	Brunswick Showgrounds	Lot 1 Ridley Street, Brunswick	3
40	Brunswick Swimming Hole	Lots 2 & 3, adjacent to Brunswick River Bridge, South Western Highway, Brunswick	2
41	Calf Saleyards	Lot 6 South Western Highway, Brunswick	2

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PLACE NUMBER	PLACE NAME	ADDRESS	MANAGEMENT CATEGORY
42	Clifton School – (Historic Site)	Lot 7 (495) Clifton Road (cnr Alverstoke Road), Brunswick	4
43	Commercial Building, Ommaney Road	Lot 18 Ommaney Road, Brunswick	3
44	Congregational Church (fmr)	Lot 900 (7) Heppingstone Road, Brunswick	3
45	Daisy's Corner Park	Lot 17 Ommaney Road (cnr Beela Road), Brunswick	2
46	Dwelling, 21 Ommaney Road	Lot 21 Ommaney Road, Brunswick	3
47	Irrigation Channels	Various sites	2
48	Melville Park Homestead	Lot 4 (13070) South Western Highway, Brunswick	Barn 1 Residence 2
49	Memorial Hall	Lot 5607 (34) Ommaney Road (Reserve 3956), Brunswick	2
50	National Australia Bank (fmr)	Lot 98 (44) Ommaney Road, Brunswick	3
51	Old Dairy, Melville Road	Lot 101 (168) Melville Road, Brunswick	3
52	Our Lady's Assumption Catholic Church	Lot 101 (50-52) Ommaney Road, Brunswick	2
53	Peter's Creameries and Shop	Lot 2 (58) Ommaney Road, Brunswick	2
54	Police Quarters (fmr)	Lot 501 (112) Clifton Road, Brunswick	3
55	Police Station (fmr)	Lot 500 (110) Clifton Road, Brunswick	3
56	Post Office	Lot 1 (28) Ommaney Road, Brunswick	2
57	Rail Cottage, 6 The Crescent	6 The Crescent (Reserve 48132), Brunswick	3
58	Rail Cottage, 8 The Crescent	8 The Crescent (Reserve 48132), Brunswick	3
59	St Peter's Anglican Church	Lot 10 (33-37) Ommaney Road, Brunswick	2
60	Service Station (fmr)	Lot 50 (2A) Shines Crescent, Brunswick	3
61	State Farmhouse	Lot 101 (421) Wellesley Road, Brunswick	3
62	Station Master's House	Lot 300 (14) Beela Road, Brunswick	2
63	The Monastery	Lot 22 (252) Devlin Road, Wellesley	3
64	Trees, Wellesley Road	Wellesley Road, Brunswick	2
65	Viewbank	Lot 199 (13091) South Western Highway, Brunswick	3
<b>COOKERNUP</b>			
66	Cookernup Cemetery	Lots 75, 78, 87, 88 (59) Rose Street (Reserve 3309), Cookernup	2
67	Cookernup Flax Mill	Lot 572 (9955) South Western Highway, Cookernup	3
68	Cookernup Holy Trinity Church	Lot 34 Salisbury Road, Cookernup	2
69	Cookernup Post Office (fmr)	Lot 148 (7) York Street, Cookernup	3
70	Cookernup School Site	Lot 28 (167) Riverdale Road (cnr Salisbury Road), Cookernup	4
71	Cookernup Town Hall	Lot 153 (242) Riverdale Road, Cookernup	3
72	Dwelling and Old Garage	Lot 19 (75) Darwin Street, Cookernup	3
73	Honey Farm	Lot 431 (88) Wilson Street, Cookernup	3
74	Moojelup Farm	Lot 102 (129) Thompson Road, Cookernup	2
<b>HARVEY</b>			
75	Arts/Crafts Centre	Lot 14 (78) Young Street, Harvey	3
76	Butter Factory (fmr) – (Historic Site)	Lot 4 Roy Street, Harvey	4
77	Charman's House	Lot 51 Korijekup Avenue (cnr Third Street), Harvey	Removed
78	Commercial Building, 14 Harper Street	Lot 43 (14) Harper Street, Harvey	Removed
79	Commercial Building, 3 Hayward Street	Lot 26 (3) Hayward Street, Harvey	3
80	Commercial Building, 97 Uduc Road	Lot 50 (97) Uduc Road, Harvey	3
81	Commercial Building, rear 91 Uduc Road	Lot 20 (91) Uduc Road, Harvey	3
82	CWA Hall	Railway Reserve, Hayward Street, Harvey	2
83	Devonia	Lot 45 (32) Harper Street, Harvey	Removed
84	Diversion Drain and Memorial	Lot 103 Baker Street, Harvey	2
85	Garage, Harper Street	Lots 34 and 35 (18/20) Harper Street, Harvey	4
86	Gibb's House	Lot 12 (113) and 50 (111) Young Street, Harvey	2
87	Hall, Weir Road	Lot 500 Weir Road, Harvey	3
88	Harvey Agricultural College including: • Former Hospital • Former Detention Cells	Lot 298 South Western Highway, Harvey	College 2 Hospital (fmr) 3 Detention Cells (fmr) 2
89	Harvey Cemetery	Lot 111 South Western Highway, Harvey	2

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PLACE NUMBER	PLACE NAME	ADDRESS	MANAGEMENT CATEGORY
90	Harvey District Hospital	Lot 4387 (42) Hayward Street, Harvey	3
91	Harvey Hotel	Lot 36 (16) Harper Street, Harvey	2
92	Harvey House	Lot 25 (7) Hayward Street, Harvey	3
93	Harvey Primary School	Lot 4635 Gibbs Street, Harvey	2
94	Harvey Recreation Ground	Lot 100 (67-93) Young Street, Harvey	2
95	Harvey River Bridge	South Western Highway, Harvey	3
96	Harvey Town Hall	Lot 19 (102-104) Uduc Road, Harvey	2
97	Harvey Uniting Church	Lot 4 (119) Uduc Road, Harvey	3
98	Harvey Weir	Harvey - Quindanning Road, Harvey	4
99	Homestead, 179 Fourth Street	Lot 44 (179) Fourth Street, Harvey	4
100	Homestead, 224 Fifth Street	Lot 8 (224) Fifth Street, Harvey	Removed
101	Homestead, 248 Korijekup Avenue	Lot 81 (248) Korijekup Avenue, Harvey	3
102	Homestead, 28 Fourth Avenue	Lot 1 (28) Fourth Street, Harvey	3
103	Homestead, 50 Fourth Street	Lot 33 (50) Fourth Street, Harvey	3
104	House and Trees, 18 Centennial Avenue	Lots 44 and 45 (18) Centennial Avenue, Harvey	3
105	House, 105 Young Street	Lot 51 (105) Young Street (cnr Sir James Avenue), Harvey	3
106	House, 70 South Western Highway	Lot 8 (70) South Western Highway, Harvey	4
107	Italian Internment Camp Memorial	Lot 294 South Western Highway, Harvey	2
108	Knowles Store (fmr) – (Historic Site)	Lot 36 (59) Uduc Road, Harvey	4
109	Masonic Hall	Lot 500 (9) Kidson Street, Harvey	3
110	McQuade's House	Lot 23 (19) Harvey Street, Harvey	4
111	Milk Depot (fmr)	Lot 11 (158) Uduc Road, Harvey	4
112	NAB Bank	Lot 44 (15) Hayward Street, Harvey	3
113	Our Lady of the Immigrants Catholic Church	Lot 200 (27) Young Street, Harvey	3
114	Post Office (fmr), Harper Street	Lot 322 Harper Street, Harvey	3
115	Post Office (fmr), Hayward Street	Lot 123 (31) Hayward Street (cnr Gibbs Street), Harvey	2
116	Public Works Department Office (fmr)	Lot 100 (2) Becher Street, Harvey	2
117	Railway Station Complex (fmr)	15 Harper Street (Railway Reserve), Harvey	2
118	RSL Hall	Lot 7 (5) Becher Street, Harvey	2
119	Saint Paul's Anglican Church	Lot 101 (53) Young Street, Harvey	2
120	Shire Council Chambers	Lot 19 (102-104) Uduc Road, Harvey	2
121	Significant Tree, 224 Fifth Street	224 Fifth Street, Harvey	3
122	Significant Trees, Korijekup Avenue	Lot 10 Korijekup Avenue, Harvey	3
123	Slaughter House (fmr)	Lot 24 Fryer Road, Harvey	3
124	Snell Park and Significant Trees	Hayward Street, Harvey	2
125	Stanton Park	Lot 5068 South Western Highway (Reserve 22672), Warrawarrup	2
126	Stirling Memorial	Lot 103 Baker Street, Harvey	2
127	Sutton House, 56 Uduc Road	Lot 14 (56) Uduc Road, Harvey	3
128	The Homestead - (Historic site)	Lot 283-285 South Western Highway, Harvey	2
129	Two-storey Shops, Hayward Street	Lot 23 (23-25) Hayward Street, Harvey	3
130	War Memorial Library	Lot 3060 (104) Uduc Road (Reserve 6108), Harvey	2
131	Westpac Bank Building	Lot 123 (1) Hayward Street, Harvey	2
132	Workshop (fmr), 4 Newell Street	Lot 33 (4) Newell Street, Harvey	3
<b>HOFFMAN</b>			
133	Hoffman Mill (fmr)	Hoffman Road, Yarloop	4
134	Logue Brook Dam	Logue Brook Dam Road, Hoffman	2
135	Mt. William Fire Tower	Hoffman Road, Yarloop	4
136	Stirling Dam	Stirling Dam Road, Harvey	2
<b>MORNINGTON</b>			
137	Mornington Mill (fmr)	Lot 104 (119) Martin Road, Mornington	3
138	Wokalup - Mornington Railway (fmr)	Various	4
<b>MYALUP</b>			
139	Coast School (fmr) – (Historic Site)	Lot 6307 Forestry Road (cnr West Break), Myalup	4
140	Depression Sustenance Workers' Camp	Lot 6307 Myalup Rd (southern side of Diversion	4



PLACE NUMBER	PLACE NAME	ADDRESS	MANAGEMENT CATEGORY
	– (Historic Site)	Drain opposite Centre Break Road), Myalup	
141	Pead Cottage	Lot 61 Pead Road, Myalup	2
142	Stone House and Depression Sustenance Workers' Camp - (Historic site)	Lot 147 Myalup Beach Road, Myalup	4
143	Sunday Times Lodge	Lot 4 Ludlow Road, Myalup	3
<b>ROELANDS</b>			
144	Chenour Homestead	Lot 101 (124) Government Road, Roelands	3
145	Commercial Premises (fmr)	Lot 12 (98) Government Road, Roelands	3
146	Edge-hill Homestead and Trees	Lot 101 (189) Seven Hills Road, Roelands	3
147	Homestead and Significant Trees, Seven Hills Road	Lot 44 (68) Seven Hills Road, Roelands	4
148	Homestead, Colton Street	Lot 40 Colton Street (cnr Gardiner Street), Roelands	3
149	House, 9 Hayward Street	Lot 24 (9) Hayward Street, Roelands	3
150	Public Works Depot (fmr)	Lot 23 (10) Hayward Street, Roelands	4
151	Roelands Hall	Lots 10 & 11 (100/102) Government Road (cnr Hayward Street), Roelands	3
152	Roelands Quarry	Lot 6209 Waterloo Road (Reserve 30354), Roelands	3
153	Roelands School (fmr)	Lot 1 86 Government Road (Reserve 8969), Roelands	3
154	Roelands Village	Lot 29 Seven Hills Road, Roelands	2
155	Roelands War Memorial	Lot 11 (100) Hayward Street, Roelands	2
156	Shenton Vale – (Historic site)	Lot 53 (263) Seven Hills Road, Roelands	4
157	St Michael's and All Angels Anglican Church (fmr)	Lot 100 (120) Government Road, Roelands	3
158	Wedderburn Park	Lot 156 (13349) South Western Highway, Roelands	4
<b>UDUC</b>			
159	Farmhouse, Government Road	Lot 30 (576) Government Road (cnr Uduc Road), Uduc	4
160	Myalup Pines Cottages	Lot 3028 Forestry Road, Uduc	2
161	Fig Tree, Field Road Uduc	Lot 3526 (11) Field Road cnr Forestry Road, Uduc	2
162	Uduc Hall	Lot 4738 Field Road, Uduc	3
163	Uduc School (fmr)	Lot 4738 Field Road, Uduc	2
<b>WOKALUP</b>			
164	Bundidup Homestead	Lot 6268 Mornington Road, Wokalup	2
165	Farm building, South Western Highway	Lot 2 (30) Logue Road, Wokalup	4
166	Mornington Train Crash – (Historic Site)	Lot 10 South Western Highway, Wokalup	4
167	Service Station (fmr)	Lot 4 (11592) South Western Highway, Wokalup	3
168	Wokalup Hall (former)	Lot 13 South Western Highway, Wokalup	4
169	Wokalup Hotel	Lot 66 & 67 (11538) South Western Highway, Wokalup	3
170	Wokalup School (Historic Site)	Lot 36, (149) Hope Avenue (cnr South Western Highway), Wokalup	4
<b>YARLOOP</b>			
171	All Saints Anglican Church – (Historic Site)	Lot 5 (51) Railway Road (cnr School Road), Yarloop	4
172	Barrett Homestead	Lot 4 (14) Barrett St, Yarloop	4
173	<b>Barrington-Knight Road Precinct</b>	<b>Barrington Knight Road, Yarloop</b>	N/A
174	Doctor's Residence	Lot 62 (4) Barrington Knight Road, Yarloop	4Y
175	Dwelling, 1 Barrington Knight Road	Lot 524 (1) Barrington Knight Road, Yarloop	4Y
176	Dwelling, 3 Barrington Knight Road	Lot 525 (3) Barrington Knight Road, Yarloop	4Y
177	Dwelling, 5 Barrington Knight Road	Lot 526 (5) Barrington Knight Road, Yarloop	4Y
178	Dwelling, 7 Barrington Knight Road	Lot 527 (7) Barrington Knight Road, Yarloop	4Y
179	Dwelling, 9 Barrington Knight Road	Lot 528 (9) Barrington Knight Road, Yarloop	4Y
180	Dwelling, 11 Barrington Knight Road	Lot 527 (11) Barrington Knight Road, Yarloop	4Y
181	Dwelling, 13 Barrington Knight Road	Lot 530 (13) Barrington Knight Road, Yarloop	4Y
182	Blacksmith's Shop (former)	Lot 29 (26) Teesdale Street, Yarloop	4Y
183	Commercial Premises, 37 Station Street	Lot 1 (37) Station Street, Yarloop	3
184	CWA Hall	Lot 4 (7) Station Street, Yarloop	4Y

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PLACE NUMBER	PLACE NAME	ADDRESS	MANAGEMENT CATEGORY
185	Dwelling, 65-69 Railway Parade	Lot 18 (65-69) Railway Parade, Yarloop	4Y
186	Dwelling, 15 School Road	Lot 20 (15) School Road, Yarloop	4Y
187	Dwelling, 1 Station Street	Lot 1 (1) Station Street, Yarloop	4Y
188	Dwelling and Shop, 23 Station Street	Lot 21 (23) Station Street, Yarloop	4Y
189	Freemason's Hall	Lot 1 (82) Johnston Road, Yarloop	3
190	Gunn's Mill	Lot 500 Johnston Road, Yarloop	2
191	Happy Valley Precinct	Lot 20 (15) School Road, Yarloop	4Y
192	<b>Johnston Road Precinct</b>	<b>Johnston Road, Yarloop</b>	N/A
193	Dwelling, 79 Johnston Road	Lot 507 (79) Johnston Road, Yarloop	4Y
194	Dwelling, 81 Johnston Road	Lot 506 (81) Johnston Road, Yarloop	4Y
195	Dwelling, 83 Johnston Road	Lot 505 (83) Johnston Road, Yarloop	4Y
196	Dwelling, 98 Johnston Road	Lot 523 (98) Johnston Road, Yarloop	4Y
197	Dwelling, 100 Johnston Road	Lot 522 (100) Johnston Road, Yarloop	4Y
198	Dwelling, 101 Johnston Road	Lot 25 (101) Johnston Road, Yarloop	4Y
199	<b>McDowell Street Precinct</b>	<b>McDowell Street, Yarloop</b>	N/A
200	Dwelling, 2 McDowell Street	Lot 516 (2) McDowell Street, Yarloop	4Y
201	Dwelling, 4 McDowell Street	Lot 517 (4) McDowell Street, Yarloop	4Y
202	Dwelling, 6 McDowell Street	Lot 518 (6) McDowell Street, Yarloop	4Y
203	Dwelling, 7 McDowell Street	Lot 512 (7) McDowell Street, Yarloop	4Y
204	Dwelling, 9 McDowell Street	Lot 513 (9) McDowell Street, Yarloop	4Y
205	Dwelling, 22 McDowell Street	Lot 520 (22) McDowell Street, Yarloop	4Y
206	Police Station and Stables (fmr), 18 McDowell Street	Lot 3 (18) McDowell Street, Yarloop	4
207	<b>Nob's Hill Precinct</b>	<b>Lot 500 Barrington Knight Road, Yarloop</b>	N/A
208	Dwelling, 21 Forrest Street	21 Forrest Street (Private Road), Lot 500, off Barrington Knight Road, Yarloop	4Y
209	Dwelling, 23 Forrest Street	23 Forrest Street (Private Road), Lot 500, off Barrington Knight Road, Yarloop	4Y
210	Dwelling, 25 Forrest Street	25 Forrest Street (Private Road), Lot 500, off Barrington Knight Road, Yarloop	4Y
211	Dwelling, 27 Forrest Street	27 Forrest Street (Private Road), Lot 500, off Barrington Knight Road, Yarloop	2
212	Manager's House (fmr)	Forrest Street (Private Road – Epping Place), Lot 20 (2), off Barrington Knight Road, Yarloop	4Y
213	Old Bakery	Lot 600 (9611) South Western Highway, Yarloop	4Y
214	Palace Hotel (fmr)	Lot 2 (10) McDowell Street, Yarloop	4
215	St Joseph's Catholic Church	Lot 501 (91) Johnston Road, Yarloop	1
216	Significant Moreton Bay Fig Tree, Railway Parade	Lot 19 Railway Parade (cnr School Road), Yarloop	3
217	<b>Teesdale Street Precinct</b>	<b>Yarloop Heritage Area</b>	N/A
218	Dwelling, 7 Teesdale Street	Lot 39 (7) Teesdale Street, Yarloop	4Y
219	Dwelling, 8 Teesdale Street	Lot 42 (8) Teesdale Street, Yarloop	3
220	Dwelling, 9 Teesdale Street	Lot 38 (9) Teesdale Street, Yarloop	4Y
221	Dwelling, 10 Teesdale Street	Lot 14 (10) Teesdale Street, Yarloop	4Y
222	Dwelling, 11 Teesdale Street	Lot 37 (11) Teesdale Street, Yarloop	4Y
223	Dwelling, 13 Teesdale Street	Lot 36 (13) Teesdale Street, Yarloop	4Y
224	Dwelling, 15 Teesdale Street	Lot 35 (15) Teesdale Street, Yarloop	4Y
225	Dwelling, 17 Teesdale Street	Lot 34 (17) Teesdale Street, Yarloop	4Y
226	Dwelling, 18 Teesdale Street	Lot 50 (18) Teesdale Street, Yarloop	3
227	Dwelling, 19 Teesdale Street	Lot 33 (19) Teesdale Street, Yarloop	4Y
228	Yarloop Hospital	8 Barrington Knight Road (Reserve 37471), Yarloop	4Y
229	Yarloop Hotel	Lot 183 (39) Station Street, Yarloop	4Y
230	Yarloop Post Office (Fmr) - First	Lot 123 (16) McDowell Street, Yarloop	2
231	Yarloop Post Office (Fmr) - Second	Lot 202 (92) Johnston Road (cnr Barrington Knight Road), Yarloop	4Y
232	Yarloop Swimming Hole	Lot 1 Clifton Road (cnr Homebush Road), Yarloop	4
233	Yarloop Timber Mill Workshop	73-79 Railway Road (Reserve 45018), Yarloop	1
234	Yarloop Town Hall	Lot 20 (21) Station Street, Yarloop	4Y
235	Yarloop War Memorial	Railway Reserve, Railway Parade, Yarloop	2