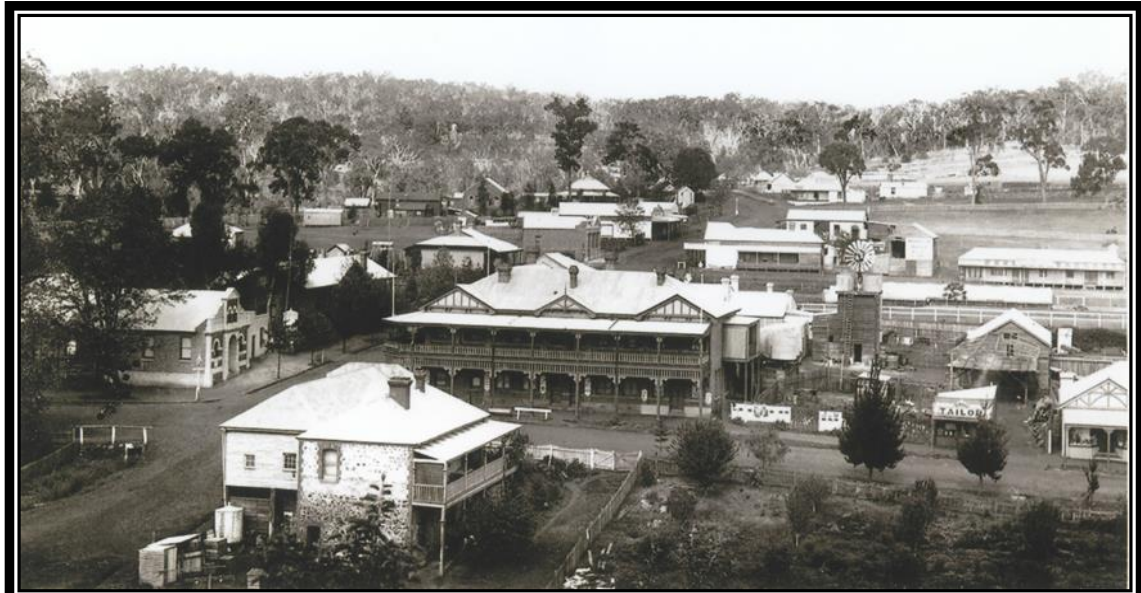


SHIRE OF BRIDGETOWN-GREENBUSHES
LOCAL HERITAGE SURVEY
(UPDATED NOVEMBER 2019)



Created May 1995
Reviewed June 2001
Reviewed March 2018
Updated November 2019

Reviewed by the Shire of Bridgetown-Greenbushes with assistance from Annette Green of Greenward Consulting.

Cover Illustration: Image 1 - Hampton Street, Bridgetown (c.1910)

Unknown Source

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Table of Contents

1.0 Introduction	6
2.0 Study Area	8
3.0 Methodology.....	9
3.1 Aim of the Local Heritage Survey.....	9
3.2 Local Heritage Survey Review and Update.....	10
3.3 Levels of Significance & Management Categories	11
3.4 Local Heritage Lists and Bridgetown Special Design Heritage Precinct	12
3.5 State Register of Heritage Places within the Shire of Bridgetown- Greenbushes.....	14
4.0 Thematic History	16
4.1 Pre European Settlement	16
4.1.1 Language Groups of the Upper Blackwood Area	16
4.1.2 Places.....	16
4.2 1826 – 1850	17
4.2.1 European Exploration of the Blackwood District.....	17
4.2.2 People	18
4.2.3 Places	18
4.3 1850 – 1885.....	18
4.3.1 Initial European Settlement of the Bridgetown Area	18
4.3.2 Relationships between Local Aboriginal People and Early European Settlers	19
4.3.3 Transport and Communications	20
4.3.4 Establishment of Bridgetown	20
4.3.5 Occupations	21
4.3.6 Social and Civic Life	21
4.3.7 Outside Influences.....	21
4.3.8 People	22
4.3.9 Places	22

4.4 1885 – 1914	23
4.4.1 Increased Settlement	23
4.4.2 Transport and Communications	23
4.4.3 Occupations	24
4.4.4 Social and Civic Life	25
4.4.5 Outside Influences.....	26
4.4.6 People	26
4.4.7 Places	27
4.5 1914 – 1945	28
4.5.1 Settlement.....	28
4.5.2 Transport and Communications	28
4.5.3 Occupations	29
4.5.4 Social and Civic Life	29
4.5.5 Outside Influences.....	30
4.5.6 People	30
4.5.7 Places	30
4.6 1945 – 1975	31
4.6.1 Settlement.....	31
4.6.2 Transport and Communications	31
4.6.3 Occupations	31
4.6.4 Social and Civic Life	32
4.6.5 Outside Influences.....	32
4.6.6 People	33
4.6.7 Places	33
4.7 1975 – 1995	33
4.7.1 Settlement.....	33
4.7.2 Transport and Communications	33
4.7.3 Occupations	34
4.7.4 Social and Civic Life	34
4.7.5 Outside Influences.....	34
4.7.6 People	34
4.7.7 Places	35

4.8 1995 – 2019	35
4.8.1 Settlement	35
4.8.2 Transport and Communications	35
4.8.3 Occupations	36
4.8.4 Social and Civic Life	36
4.8.5 Outside Influences	37
4.8.6 People	37
4.8.7 Places	37
5.0 Bibliography	38
6.0 Tables of Place Records with Management Categories ..	39
6.1 Bridgetown	39
6.2 Greenbushes	43
6.3 Rural	45
7.0 Place Records	47
7.1 Bridgetown Place Records	47
7.2 Greenbushes Place Records	342
7.3 Rural Place Records	450

1.0 INTRODUCTION

Heritage places are important to the community for the way in which they illustrate local history and contribute to a sense of local identity. For the purpose of this report, places of cultural heritage significance include buildings, structures, historic landscapes, cemeteries and archaeological or historic sites that can individually or collectively tell us about the history of the local area and, in some cases, about the broader community.

The Shire of Bridgetown-Greenbushes Local Heritage Survey has been prepared in accordance with Part 8 of the *Heritage Act 2018* which requires a local government to prepare a survey of places in its district that in its opinion are, or may become, of cultural heritage significance.

The original Shire of Bridgetown-Greenbushes Municipal Inventory was prepared by Heritage and Conservation Professionals and adopted by Council in May 1995, recognising 99 places or buildings of local cultural heritage significance. The original inventory was compiled from a number of sources including Shire schedules, the Heritage Council database and National Trust records. Heritage sites nominated during a program conducted by the South West Heritage Taskforce in 1990 and obtained from the South West Development Commission (previously the South West Development Authority) were also incorporated into the preliminary assessment lists. Additional sites were also nominated through the community consultation process.

A basic review was undertaken by Shire staff with Council in June 2001 re-affirming each site/building as being of historical significance. Shire staff in 2009 commenced a preliminary 'in-house' review of the Municipal Inventory. This review followed Council's adoption of the revised nomination forms at the July 2009 meeting, where Council also resolved that 'trees of significance' shall only be registered where they are associated with a historic place or building. New nominations from the community for 'places of significance' were sought and received as part of this process however the review was not progressed due to staff resources.

Shire staff in 2015 re-commenced a formal 'in-house' review of the renamed Municipal Heritage Inventory (MHI). The MHI Review sought to update each of the current 99 place records with reference to the Heritage Council's Guidelines for the Assessment of Local Heritage Places and the Shire's Assessment of Cultural Heritage Significance Policy. Council in March 2018 adopted the MHI Review, which included an updated Thematic History and detailed information for current places.

The new place records describe each recognised place, outline its history and significance, and provide a recommendation for the management of cultural heritage values. The assessment of places has regard to the Thematic History that provides a summary of the development of the Shire district through time and across a number of themes including Demographic Settlement and Mobility; Transport and Communications; Occupations; Social and Civic Activities; Outside Influences; and People.

Shire staff continued to assess new nominations and further following public consultation, Council in November 2019 adopted 26 new place records; renamed the MHI as the Local Heritage Survey; and adopted new Local Heritage Lists by reference for Town Planning Scheme No. 3 (Bridgetown Townsite) and Town Planning Scheme No. 4 (Balance of Shire).

The Local Heritage Survey review, and subsequent update, was adopted by Council as a 'live' document, to enable officers to add further information and photos periodically, as new or corrected information comes to light.

The Local Heritage Survey should not be regarded as a closed document. Additional sites may be added (with Council approval) as information becomes available. Sites however should not be removed from the inventory without an appropriate assessment procedure.

New nominations require Council approval to be added to the LHS.

This document is the culmination of the review process and consists of the following key elements:

- Review and update of the Methodology and Management tools and practices.
- Review and update of the Thematic History/Thematic Framework since the initial 1995 edition.
- Review of the documentary and physical evidence for the places currently on the LHS, including reassessment of the Level of Significance and Management Category.

The Heritage Act 2018 requires that all local heritage surveys be reviewed and updated in accordance with Heritage Council of Western Australia guidelines.

2.0 STUDY AREA

The Shire of Bridgetown-Greenbushes Local Heritage Survey records places of cultural heritage significance within the current Shire boundaries. In understanding the development of the area through its Thematic History however, it is important to also acknowledge/understand the relationship between the current Shire boundaries, the numerous indigenous (Noongar) boundaries of the South West (Figure 3, Section 4.1), and the early Nelson (Location) District boundaries (Figure 4, Section 4.4).



Figure 1: Shire of Bridgetown-Greenbushes

3.0 METHODOLOGY

3.1 Aim of the Local Heritage Survey

A Local Heritage Survey (or LHS) is a database that records documentary and physical evidence, provides a statement of significance and considers the level of significance of places that, in the opinion of the local government that are, or may become, of cultural heritage significance for the local government area. It also includes a thematic history that provides a historic framework for identifying and assessing local heritage places and values.

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

In terms of form and substance, the (formerly named) inventories can therefore be best described as 'local heritage surveys'. As such, they are common practice in WA and throughout Australia, as a means of recording local heritage places and providing a foundation for sound local heritage planning.¹

Inventory reviews are intended to:²

- Ensure that the existing inventory meets the current minimum standards, and to bring the findings into line with the standards if deficient.
- Review changes in the local heritage in the preceding period such as demolitions of places, changes in their condition, or the availability of other new information.

The 2018 review and subsequent 2019 update processes have been undertaken in accordance with the guidelines provided by the Heritage Council Western Australia (HCWA) publication 'Criteria for the Assessment of Local Government Places'. The review and update aimed to:

- Ensure that the LHS is comprehensive, up to date and reflective of the community views and values.
- Ensure that the LHS is consistent with the current common standards for inventories as recommended by the HCWA.
- Assist Council and Shire staff in considering development applications, assessing nominations for entry on the LHS, and assessing the Level of Significance.

3.2 Local Heritage Survey Review and Update

The Shire of Bridgetown-Greenbushes undertook the preparation of the original Municipal Inventory in 1995, whereby 99 Place Records were created. The 2018 review retained 98 Place Records, with particular changes to two place records being B33 Wheelwright's Cooling **Pool** and B35 **Site** of Alty Blechynden's House, discussed below.

¹ *Basic Principles for Local Government Inventories*, Heritage Council of Western Australia, 2012.

² *Ibid.*

The original Municipal Inventory place record B46 states 'Haberdashery Shop on Lot 1 Loc. 25 Hampton Street, Bridgetown' and displays a photo of Henry's House, which until recently was also addressed as Lot 1 Loc. 25 Hampton Street, Bridgetown. After further research it is understood that B46 relates to the house located at Lot 1 (30) Hampton Street, which until recently was Horti Towers Café/Shop (further research into this place listing will take place in a further review).

Henry's House was not included in the original Municipal Inventory, however place listing B33 Wheelwright's Cooling Pool is located on this lot and is also the site of the original Blacksmith and Wheelwright Shop. Henry's House was built in 1890 and lived in by the second Blacksmith on this site, John Moriarty. It is appropriate to adjust B33 to include all three points of significance on Lot 1 (29) Hampton Street.

B35 Site of Alty Blechynden's House is located on the Bridgetown Primary School sports oval. This 'site' is deemed to be of low significance, while the old Bridgetown Primary School buildings are not currently listed and yet deemed to be of high significance. Place Record B35 has been amended to 'Bridgetown Primary School', while also acknowledging the site of Alty Blechynden's House.

Previous place records contained minor details of the subject site or building. The 2018 review to the LHS comprehensively incorporated as much history, physical detailing and assessment methodology as possible. The review was done with the help of current and previous owners, as well as the use of online information including old newspapers (Trove.nla.gov.au), historical Electoral Rolls (Ancestry.com.au) and the State Library of Western Australia online collection.

The 2019 update to the LHS saw the addition of 26 new places located across the district, previously nominated by Council, Shire staff or the public. Detailed research was undertaken using sources similar to the 2018 review, and again in consultation with landowners and interested persons.

The Place Records should be read in conjunction with the Thematic History (where applicable), which provides a summary outline of the development of the Shire of Bridgetown-Greenbushes (and Nelson District) through time and across a number of themes, in accordance with the Heritage Council guidelines:

- **Demographic settlement and mobility:** *why people settled; why they moved away; the things they left behind*
- **Transport and communications:** *how people and goods moved; how people communicated and exchanged information*
- **Occupations:** *what people did for sustenance or to add quality to life; paid and unpaid labour*
- **Social and civic activities:** *what people did together as a community; the issues that divided them; the structures they created to serve civic needs*
- **Outside influences:** *events, decisions or changes which affected the community, but were beyond its control*
- **People:** *women and men from all walks of life who left their mark on the history of the community*

The following time periods are also used for the Thematic History:

- **Pre-European Settlement**
- **1826 - 1850**
- **1850 - 1885**
- **1885 - 1914**
- **1914 - 1945**
- **1945 - 1975**
- **1975 - 1994**
- **1994 - 2020**

3.3 Levels of Significance & Management Categories

A detailed assessment of each Place Record has been carried out in accordance with the Heritage Council Guidelines and the Shire's Assessment of Cultural Heritage Significance Policy (adopted in August 2016). The framework below, adopted as part of the abovementioned Shire policy, ascribes the recommendations for management for each of the Levels of Significance. Management and implementation are the responsibility of the Shire in consultation with the owners of the sites.

Level of Significance	Description	Management Category and Desired Outcome
Exceptional Significance	<p>Very high contribution to the heritage of the locality.</p> <p>High level of aesthetic, historic, research and / or social value.</p> <p>A rare or outstanding example of its type, typically with a high degree of authenticity.</p>	<p>Management Category A - Conservation of the place is essential. If not already, to be included on the Local Heritage List and recommended for assessment for entry into the State Register of Heritage Places (RHP). Development proposals to be assessed pursuant to SPP 3.5 Historic Heritage Conservation; a Conservation Management Plan (if one exists); and to reinforce the significance of the place. Places entered on the RHP are protected under the <i>Heritage of Western Australia Act 1990</i>. Development applications will require referral to the State Heritage Office, unless exempt.</p>
High Significance	<p>Important contribution to the heritage of the locality.</p> <p>High level of aesthetic, historic, research and / or social value.</p> <p>A rare or key representative example of its type, typically with a moderate to high degree of authenticity.</p>	<p>Management Category B - Conservation of the place is highly desirable. If not already, to be included on the Local Heritage List. Development proposals to be assessed pursuant to State Planning Policy 3.5 Historic Heritage Conservation; a Conservation Management Plan (if one exists); and to reinforce the significance of the place. Record prior to redevelopment, recognise and interpret if possible.</p>

Medium Significance	Moderate contribution to the heritage of the locality. The built fabric helps to illustrate an important aspect of the area's history, but it is not a rare or key representative example of its type.	Management Category C - Conservation of the place is desirable but not essential. Development proposals should reinforce the significance of the place, and original fabric should be retained wherever feasible. Record important elements prior to redevelopment or demolition, recognise and interpret if possible.
Low Significance	Makes some contribution to the heritage of the locality, however (for example): <ul style="list-style-type: none"> • Has undergone major alterations over time, which has diminished its authenticity/integrity. • Is an historic site with little or no apparent physical evidence of its former use. 	Management Category D Conservation of the place is not essential. Record any elements prior to redevelopment or demolition, recognise and interpret if possible. Archaeological investigation of historic sites may be prudent (if possible) if the place is believed to have important potential research value for the community.

3.4 Local Heritage Lists and Bridgetown Special Design Heritage Precinct

Places listed under Management Category A and Management Category B (as per the table above), form the new Shire of Bridgetown-Greenbushes Local Heritage Lists by reference under Town Planning Scheme No. 3 (Bridgetown Townsite) and Town Planning Scheme No. 4 (Balance of Shire). A combined Local Heritage List is then to be prepared by reference in the new Local Planning Scheme No.6 (currently being prepared). These places have statutory heritage protection pursuant to the *Heritage Act 2018* and Deemed Provisions in the operative local planning scheme from Schedule 2, Part 3 of the Planning and Development (Local Planning Schemes) Regulations 2015.

The Bridgetown Special Design Heritage Precinct includes numerous commercial and civic buildings along Hampton Street, Bridgetown, as outlined in the map below, with Graded Levels of Contribution, and currently protected under Part VII of Town Planning Scheme No. 3 and other Deemed Provisions.

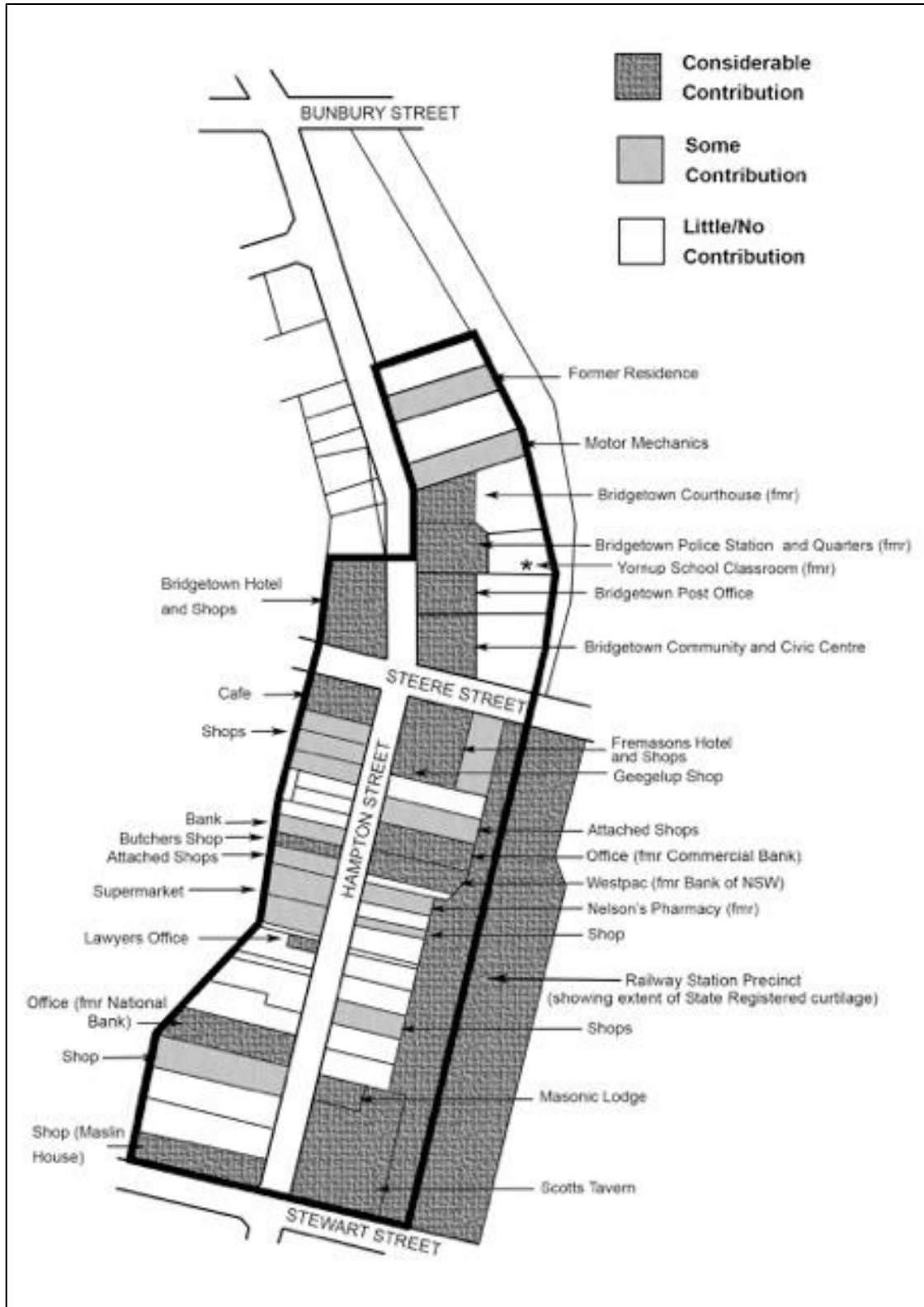


Figure 2: Bridgetown Special Design Heritage Precinct and Graded Levels of Contribution (Source: Bridgetown Special Design Heritage Precinct Statement of Planning Policy and Development Guidelines)

3.5 State Register of Heritage Places within the Shire of Bridgetown-Greenbushes

Place Details	Historic Theme	Date Registered
<p>Bridgedale (The Blechynden House) 1862 (includes Blue Atlas Cedar) RSN 24367 South Western Highway and 1-7 Hampton Street, Bridgetown (inHerit Place No. 241)</p>	Demographic settlement and mobility; People	21/1/1997
<p>Bridgetown Civic & Community Centre (Town Hall & Offices) 1936 1 Steere St, Bridgetown (inHerit Place No. 249)</p>	Social and Civic Activities	19/3/2004
<p>Bridgetown Post Office 1886, 1895 and 1912 142 Hampton St, Bridgetown (inHerit Place No. 240)</p>	Social and Civic Activities	2/2/1997
<p>Bridgetown Railway Station & Goods Shed (Fmr) 1898 11 Stewart Street, Bridgetown (inHerit Place No. 256)</p>	Demographic settlement and Mobility; Communication & Transport	29/5/2001
<p>Bridgetown Trainmen's Barracks (Fmr) 1950 43 Spencer Street, Bridgetown (inHerit Place No. 250)</p>	Demographic settlement and Mobility; Communication & Transport	17/1/2012
<p>Brooklyn School 1918 Lot 623 Carunup Brook Road, Bridgetown (inHerit Place No. 4036)</p>	Social and Civic Activities	28/1/2011
<p>Freemason's Hotel 1904 2 Steere Street, Bridgetown (inHerit Place No. 248)</p>	Social and Civic Activities	4/11/2005

Geegelup General Store c.1904 & c.1920 130 Hampton Street, Bridgetown (inHerit Place No. 2996)	Occupations	4/11/2005
Bridgetown Police Station 1880 (Fmr) & Quarters 1907 144 -148 Hampton Street, Bridgetown (inHerit No. 254)	Social and Civic Activities	2/2/1997
Paterson and Co. Fruit Packing Shed Complex 1936/1937 166 Hampton Street, Bridgetown (inHerit Place No. 3220)	Occupations	12/8/2005
Bridgetown Roads Board Office (Fmr) 1908 19 Steere Street, Bridgetown (inHerit Place No. 3583)	Demographic settlement and Mobility; Communication & Transport Social and Civic Activities	7/11/2017

Management of all other significant sites are to be undertaken under the provisions of the Shire of Bridgetown-Greenbushes operative local planning scheme and any specific recommendations made for each site.

4.0 THEMATIC HISTORY

4.1 Pre European Settlement

Noongar people's country covers the entire South-Western Region of Western Australia. Archaeological evidence establishes that the Noongar people have lived in the area and had possession of tracts of land on their country for at least 45,000 years.³

4.1.1 Language Groups of the Upper Blackwood Area ⁴

“The Bibbulmun Nyungar people share a common language with 13 local dialect variations and inhabit the area to the west of a line drawn roughly from Jurien Bay in the north to Esperance in the south east.

Tindale's (1974) research identified three language groups occupying the upper Blackwood area at Bridgetown. The group to the north and the east were identified as the Kaneang. This group occupied the upper Blackwood area including the headwaters of the Warren and Frankland rivers, with the northern boundaries running approximately from Collie to Katanning, and the southern boundary passing from Nannup through Mandurah and eventually to Cranbrook. The name may have been taken from a term for 'west' (kunning) and therefore simply means 'western people' (Bates 1985).

The group south of the Blackwood River were identified as the Pibelmen. The name of this group has been recorded in various sources as 'Peopleman, Pibelmen, Bibbulmun' or similar linguistic variants (Tindale 1974). The area inhabited by the Pibelmen is described as the Lower Blackwood River; chiefly on the hills in country between the Blackwood and Warren Rivers, East to Gardner River and Broke Inlet; on the Scott River; inland to Manjimup and Bridgetown (Tindale 1974:255). The third group north of the Blackwood River towards to coast to the west was identified as the Wardandi. Tindale (1974) describes the Wardandi territory as being from Bunbury to Cape Leeuwin, chiefly along the coast at Geographe Bay to Capel in the north in the vicinity of Nannup following the Blackwood River to Bridgetown.”

The Blackwood River and its tributaries are sacred to local indigenous culture, and camps and seasonal movement were closely tied to them.

4.1.2 Places

The Shire of Bridgetown-Greenbushes district contains a number of places of Aboriginal heritage significance. Sites of Aboriginal heritage significance are not included in the LHS as they are listed and protected separately under the *Aboriginal Heritage Act 1972*.

³ South West Aboriginal Land and Sea Council. (<https://www.noongarculture.org.au/>).

⁴ Brad Goode & Associates, *Report of An Aboriginal Heritage Survey of 'The Proposed Bridgetown Library and The Rocky Bluff Canoe Launch Facility In The Shire of Bridgetown, Western Australia, September 2011.*

Further information can be obtained from the Department of Planning, Lands & Heritage (Aboriginal Affairs) on 9235 800 or via the website www.dplh.wa.gov.au.

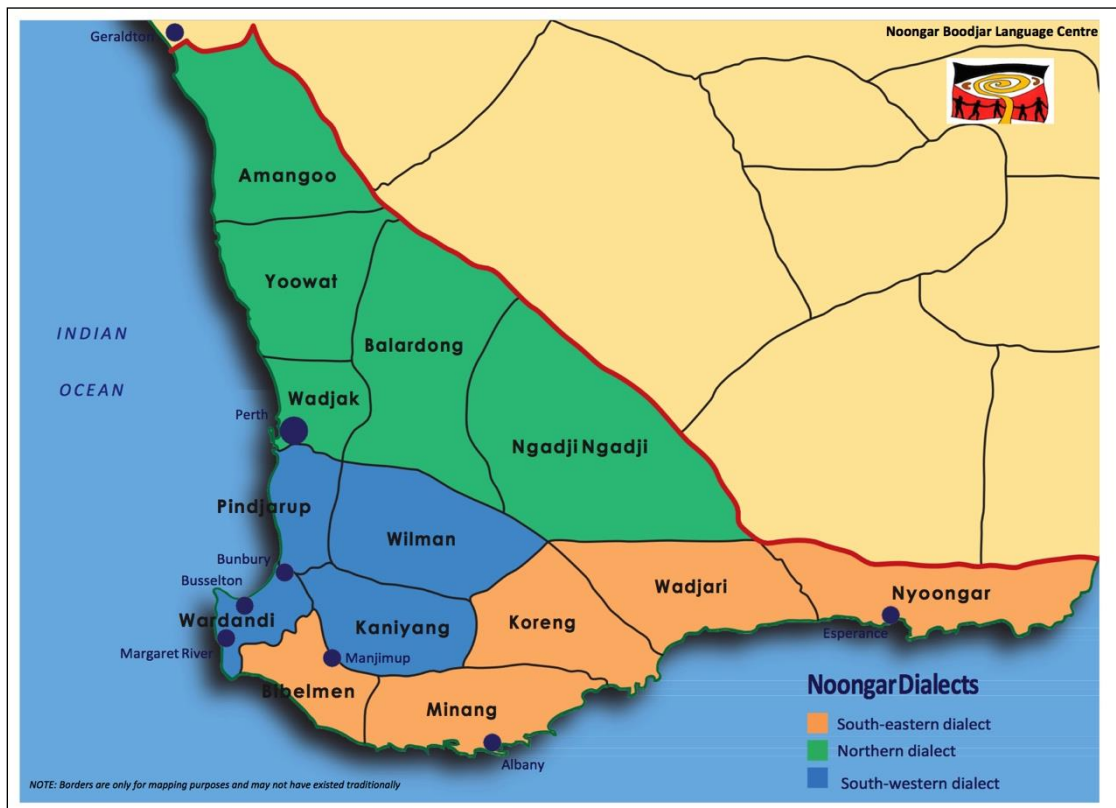


Figure 3: Aboriginal (Noongar) Groups of the South West of Western Australia (NB Boundaries are indicative only)

4.2 1826 - 1850

4.2.1 European Exploration of the Blackwood District

In 1826 Major Edmund Lockyer sailed from Sydney, arriving in King George Sound aboard the Brig Amity, to establish the first European settlement in Western Australia. On 27 January 1827 a ceremony was held celebrating the founding of the settlement, which was later named Albany.

Captain James Stirling explored the Swan River in March 1827 and the first fleet of settlers arrived in June in 1829 to establish the Swan River colony, later named Perth.

In 1830 a townsite was established at Augusta and exploration by European settlers of the rivers of the Nelson District, which broadly covered the areas between the Warren and Blackwood Rivers, commenced. Although exploration continued, the area remained substantially unsettled throughout this period.

The earliest recorded European exploration of the Blackwood district was in 1834 when a small party headed by Thomas Turner set out from Augusta to trace the Blackwood River upstream to its source.⁵

4.2.2 People

- Thomas Turner
Believed to have led the first European exploration of the Blackwood district.

4.2.3 Places

No places have been identified which directly illustrate the impact of the exploration period on the district.

4.3 1850 - 1885

4.3.1 Initial European Settlement of the Bridgetown Area

Prior to 1850 all land was disposed of by sale, however in 1850 legislation was passed which made provision for pastoral leases on land more than two miles from the coast, occupied townships or principal rivers. Leases cost 10 shillings per 1,000 acres for an eight year period with the prospect of renewal at the end of that period⁶. As a direct result settlers began moving into the timber country of the south-west.

In 1852 Assistant Surveyor Augustus Charles Gregory explored extensively through the Nelson District and undertook the first official survey of the area. A second survey was undertaken at around the same period by Robert Austin.⁷

The first settlers in the Bridgetown area were Edward Godfrey Hester and John Blechynden, who arrived in 1857. Both men were separately led to the area by Aboriginal guides. In 1862 John Allnutt settled seven miles to the south-west of Bridgetown and established Nelson Grange.

Over the next fifteen years the densely bushed and wooded district was gradually settled.

⁵ Schorer, A, *History of the Upper Blackwood*, South West Printing & Publishing Co Ltd, Bunbury, 1968, p 12.

⁶ Gaines C. *Bridgetown: one hundred years of history*, 1970.

⁷ Gaines C., op cit.

4.3.2 Relationships between Local Aboriginal People and Early European Settlers

There are accounts of both positive and negative interactions between early settlers and the local indigenous groups:

During the 1860's, 'the natives were very troublesome, calling at the houses of settlers to ask for tea, flour and tobacco, travelling as a tribe and accompanied by a great many dogs the settlers were often scared of the local Aborigines' (McAlinden 1952). As the settlers expanded their farming operations and took up more and more land, the pressure on the Nyungar people increased as the two lifestyles met. The settler's valuable cattle were speared, and vegetable gardens, pastures and crops were burnt by the Nyungar people as they carried on their traditional 'fire stick farming'. Food and other items were stolen and some settlers were attacked. One European item that the Nyungar people saw as desirable were horses tails for use in their corroborees.

..on one occasion cut the hair off the tails of Mr John Blechynden's horses. They were arrested by Constable Moulton and taken to Jayes, the home of James Lee Steere, J.P., where First Constable McAlinden was. They were given twelve months at Rottnest. [Penal establishment for Aboriginal People] (McAlinden 1952:93).

Massacres are known to have occurred at Vasse, and there is an account of a massacre taking place during the 1860's at the Eight Mile Well on the Bridgetown Boyup Brook Road (Hadley 1995, McDonald Hales and Associates 1995). This attack reportedly took place prior to any police being stationed in Bridgetown and was carried out by a group of settlers.⁸

And

"As Noongar land became more populated by Europeans and their stock, conflict arose over access to country. Noongar people stayed on country but went to work for farmers, keeping traditional Noongar ways but accommodating new European ones. Noongar workers were not paid much, and often, not at all. This is known as Stolen Wages. The lack of wages, along with disruption to our traditional practices, resulted in Noongar people having to rely on rations, such as tea, sugar and flour.⁹

And

Noongar people made do with what was available, existing on thin stews, lamb's tail and rabbit. We also gathered whatever bush foods we could; these would supplement any rations with low nutritional value.¹⁰

A number of female settlers were well known for their midwifery skills. Nurse McAlinden was particularly noted for helping Aboriginal women who came to the (Geegelup) Brook in Bridgetown to give birth.

⁸ Brad Goode & Associates, *Report of An Aboriginal Heritage Survey of 'The Proposed Bridgetown Library and The Rocky Bluff Canoe Launch Facility In The Shire of Bridgetown, Western Australia, September 2011.*

⁹ Hallam, S., *Fire and Hearth: a study of Aboriginal usage and European usurpation in south- western Australia, Australian Institute of Aboriginal Studies, Canberra, 1975*

¹⁰ Haebich, A., *Broken Circles, Fremantle Arts Centre Press, 2000, p.234*

4.3.3 Transport and Communications

The early settlers arrived by bullock dray along bush tracks. In 1861 a road was constructed with convict labour from (Minninup) Donnybrook to the Blackwood River at a point which later became the site of Bridgetown. In 1862 a bridge across the Blackwood at Austin Ford was constructed, but was swept away before it was completed.¹¹

During this period there were few roads in the area and those that existed were rough and poorly made, however these formed the basis for the road network in the area today. Rivers in the area were generally not suitable for use as major transport routes.

The first post office in the district was established by 1864 and known as 'Geejelup' Post Office at the Police Station at the south end of the Blackwood Bridge.¹²

4.3.4 Establishment of Bridgetown

During 1868 a further survey of the Blackwood area was conducted by T. Campbell Carey with John Forrest as Assistant Surveyor. On 11 February 1868, Carey wrote to the Surveyor General to seek authority to lay out town lots in the settlement then known as Geegelup:

Many of the settlers on the Blackwood are anxious that a few small lots should be laid out on Geegelup townsite, to induce some four tradesmen — carpenter, blacksmith, wheelwright and shoemaker — who have been there for some time, to finally settle on the place and induce others to follow. Should you think it advisable to have this work done will you please be good enough to let me know.¹³

John Blechynden's land on the northern side of the Blackwood River was acquired by the government and the town of Bridgetown (previously known as Geegelup) was gazetted in mid-1868.

The town grew steadily throughout the 1870s and by 1879 the town could boast several stores and public houses, with the Mechanics Institute being built in 1877.¹⁴

¹¹ Gaines C., op cit.

¹² Taylor F., *Bridgetown The Early Years*, Pg 13.

¹³ *The Blackwood Times*, 4 June 1948 p 4, quoting correspondence written by Assistant Surveyor T Campbell Carey in February to May 1868.

¹⁴ Gaines C., op cit.

4.3.5 Occupations

The main occupations of the early pioneers were sheep and cattle raising on the pastoral leases, catching wild horses, and timber cutting, both to clear the land for grazing and for the growing timber industry. The timber trade was buoyant with markets for Jarrah railway sleepers in Eastern Australia and India and for telegraph poles in South Australia. From the 1870s there was also growing demand for railway sleepers in Western Australia. The construction industry was also important as the settlement of the area progressed. In the 1860s Joseph Smith was a prominent carpenter/builder in the Bridgetown area.

From the 1870s fruit growing began to develop as an important industry especially in the area around Bridgetown. John Allnutt is credited with the first realisation of the potential of the area for fruit growing. He was planting apple trees commercially in 1862 and by 1870 was growing a range of fruit including pears, apples, plums and numerous varieties of fruit and nut trees. The first steam powered flour mill in the district was established in 1864 by Edward Godfrey Hester at his Blackwood Park property.

4.3.6 Social and Civic Life

There were few community facilities and family and neighbours had to rely on each other in times of need and for social interaction. Community life was centred on the home. Visits between neighbours, visits from outsiders to the district, church services and occasional picnics were the main social activities.

There were few towns in the area, the most substantial being Bridgetown with a few shops and public houses. In 1862 the first school in the area was established in a room in John Blechynden's house, Bridgedale. He also ran a non-denominational church service from his home for some time. In 1870 Bridgetown (town) school was built in Steere Street.

4.3.7 Outside Influences

The introduction of convict transportation in 1850 had a major impact on the Swan River Colony and Western Australia. The effect on the Blackwood region was twofold. Firstly convicts provided the much needed labour source to undertake public works programs. Their major contribution was the formation and upgrading of the road between Donnybrook and Bridgetown. Secondly, the arrival of convicts boosted the local economy through government supply contracts to provide food and materials to the convict work gangs. When convict transportation ceased in 1868 there was a general slowing down of the economy with the British government no longer buying farm produce.

“Ticket of Leave was granted to convicts or transported men, for many reasons apart from having served the regulated time. Some of these reasons were: acceptance of transportation to Western Australia from England, or there being not enough room at the Convict Establishment particularly in the early period of transportation”.¹⁵

¹⁵ *Convict Records of Western Australia, A research guide*, Friends of the Batty Library 2016

A number of early Blackwood and Warren District settlers were 'Ticket of Leave' men whose skills in building, farming and other essential occupations, helped to establish the communities within the Nelson District. A number of these men became highly respected members of the community.

The start of railway construction in Eastern Australia also had an effect on the region through the establishment of the timber industry in the South West, to meet the demands of the country. The South West of WA was the only source of *Eucalyptus marginata* (Jarrah) in the world and was also exported for the construction of the London Underground c.1860's onwards.

4.3.8 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- Edward Godfrey Hester
Early settler who made a significant contribution to the early development of the Bridgetown district.
- John Blechynden
Early settler who made a significant contribution to the early development of the Bridgetown district.
- John Allnutt
Early settler who made a significant contribution to the early development of the Bridgetown district.
- Joseph Smith
Ex-convict and pioneer of Bridgetown. As a builder and carpenter, prior to becoming a shopkeeper, Smith constructed numerous local buildings.
- Abraham W. Moulton
Second Mounted Constable of Bridgetown, then storekeeper.

4.3.9 Places

The following is a list of some of the places that were associated with the development of the study area during this period:

Historical areas:

- The layout of Bridgetown as originally surveyed

Significant civic and commercial buildings:

- Scott's Tavern (Farmer's Home Hotel); circa 1876
- Mechanics Institute; 1877 (demolished 1935)
- Bridgetown Hotel; circa 1880
- Bridgetown Police Station 1880 (Fmr)
- Post Office (original timber building); 1886

Pioneer homesteads and cottages:

- Blackwood Park (no construction extant); 1857
- Nelson Grange; 1859/60
- Forrest Homestead; circa 1860
- Bridgedale, the Blechynden House; 1862
- Geegelup Homestead; circa 1880s
- May Cottage; circa 1880s

4.4 1885 – 1914

4.4.1 Increased Settlement

The period 1885 to 1914 was one of considerable increased settlement in the region. Factors affecting the pattern of settlement included the development of transport systems, roads and railway systems in particular, and the general growth and prosperity of the state related to the Gold Rush. The development of the railway system led to an increased demand for hardwood and for jarrah, in particular for railway sleepers. There was a general movement of labour to the area to work in the timber industry and for the construction of railways. There was also encouragement for those wishing to settle on the land with grants created by the Land Act 1898.

As the region was opened up small towns developed and with them opportunities for business. Many of them developed in association with timber mills (eg. Yornup) and other industries, the largest of which was associated with tin mining at Greenbushes.

A small community centre began to develop in the agricultural area of Yornup. A recreation reserve was established here in c.1909¹⁶ and the Yornup Railway Siding was in operation by c.1911. In early 1913 an Agricultural Hall was built at the recreation ground, proving a local venue for community dances and other events.¹⁷

4.4.2 Transport and Communications

Increasing demand for fresh produce and timber as well as the discovery of tin at Greenbushes in the late 1880s boosted the growth of the district and led to the need for better transport.

The development of the railways was the most significant factor affecting transport in the region during this period. The South-Western Railway gradually extended into the region, to Bunbury by 1893 and to Bridgetown by 1898.¹⁸

¹⁶ *The Blackwood Times* 10 January 1947 p 2

¹⁷ *The Blackwood Times* 24 January 1913 p 5.

¹⁸ Gaines C., op cit.

The arrival of the railway in Bridgetown heralded a period of growth in exporting the region's agricultural and timber industries. Transportation problems to Bunbury were now eased, and the new railway provided access between Bridgetown and the Goldfields, where large shipments of the town's produce were being sent by 1905. Two trains ran per week, one carrying mail to Bridgetown for the entire district.¹⁹ Bridgetown remained the terminus of the line until 1911, when it was extended from Bridgetown to Jardee, south of Manjimup.

Road transport also improved during this period, with the construction of roads between the various small towns and settlements of the wider district, and the first motor vehicles appeared in the area.

In Bridgetown the arrival of the railway and the increase in road transport reinforced Hampton Street as the main street to the detriment of Roe Street as originally planned.²⁰

Postal services developed to meet the demands of the increasing local population, and new post offices were constructed in both Bridgetown (1886 and 1912) and Greenbushes (1907).

4.4.3 Occupations

During this period the settlers in the region were involved in a diverse range of occupations including commercial businesses, cattle and sheep farming, mixed farming and fruit growing. There was also extensive employment in the timber industry, both in the early mills and in the forestry industry, as well as at the tin mines in the Greenbushes area.

Tin had been discovered by D. W. Stinton in 1888, 14.5 km (nine miles) to the north of Bridgetown. The town of Greenbushes, originally known as Tinfields, developed in the area and became a thriving tin mining centre by the early 1900s.

Fruit became an important export crop in the area with developing markets both in Western Australia and overseas. There was extensive planting of apple trees in the 1890s with the first significant export crop ready in 1905. The fruit growing industry tended to centre on Bridgetown, which was recognised as an important fruit growing region by 1891.²¹

The whole family was often involved with farming activities and with the business of survival in what was still a remote part of the country. Women were called upon for support in the community in areas such as midwifery and general nursing, as there were few doctors in the area. The first hospital was constructed in Bridgetown in 1899.²²

¹⁹ Greenward Consulting, *Conservation Management Plan for the Bridgetown Railway Precinct* prepared for the Shire of Bridgetown-Greenbushes, 2012.

²⁰ Curtin University; *Bridgetown, a Selection of Historical Buildings*, 1989.

²¹ Gaines C., op cit.

²² Gaines C., op cit.

4.4.4 Social and Civic Life

The period 1885 to 1914 saw the development of the system of local administration in the region. In 1887 the Nelson Road Board was established in Bridgetown and this covered a large part of the State's Lower South West Region, inclusive of the townships of Bridgetown, Greenbushes, Boyup Brook, Manjimup, Pemberton, Northcliffe and Nannup as well as Point D'Entrecasteaux and, at its far south eastern corner, Walpole.

Further division of administrative control occurred as the regional population increased. Small towns developed throughout the region, providing services to the rural districts and increasing the local opportunities to engage with other communities.

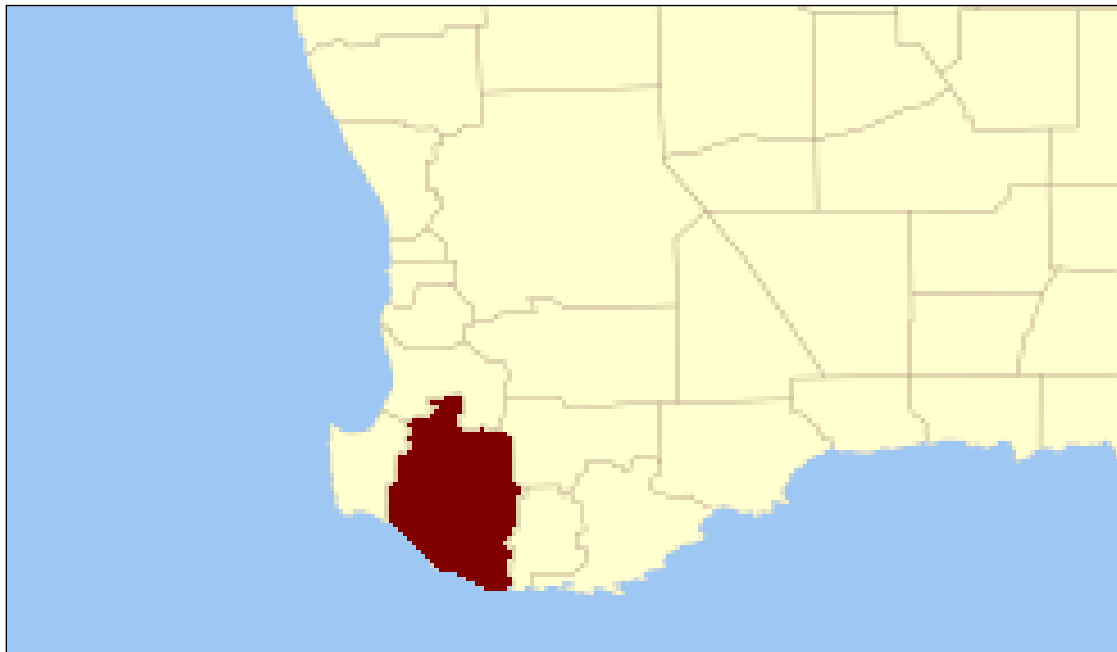


Figure 4: Nelson District Boundaries

The role of the Agricultural Society was established at the beginning of this period, with the first meeting being held in early 1885, at which time it was known as the Central Southern Districts Agricultural Society. The annual Agricultural Society Show quickly developed as a highlight of Bridgetown's social calendar, with other events taking advantage of the influx of, sometimes high profile, visitors:

*"Bridgetown has been more or less en fête since Monday, when the people from the surrounding districts began to gather in anticipation of the show. On Tuesday Mr. Waiter, R.M., gave a most enjoyable fancy dress ball at Scott's Hotel, to which a large number of guests were invited. Sir James and Lady Steere were present, and between sixty and seventy other ladies and gentleman, many of whom appeared in brilliant and diversified fancy costumes Minor festivities have been occurring since of a popular kind The Premier [Sir John Forrest], Mr. Venn and Mr. Marmion arrived this morning from Perth, and attended the show."*²³

Sporting activities were also popular, including football, cricket, tennis, rifle shooting, golf, wood chopping, and picnic race meetings. Town bands, both secular and non-secular, performed at social functions and live music was a strong factor in social events.

²³ *The West Australian*, 24 November 1893.

Churches played an important role in the community and a number of denominations including the Anglicans, Methodists and Roman Catholics built churches in Bridgetown and Greenbushes around the turn of the twentieth century and by 1909 both Greenbushes and Bridgetown had a convent school.

4.4.5 Outside Influences

In 1886 gold was discovered in the Kimberley region of Western Australia. Although these finds proved to be disappointing they were the catalyst for increased migration particularly from the eastern states which were experiencing a period of economic depression following the end of their gold boom. In 1892 major finds of gold were recorded at Coolgardie 500 km to the east of Perth and the following decade saw the rapid expansion of the Eastern Goldfields centred on Coolgardie and Kalgoorlie.

Between 1885 and 1895 the population of Western Australia increased from 35,000 to 82,000.²⁴ Increased prosperity and population led to development including the construction of numerous public buildings and public facilities including the railways. After the gold boom numerous fortune seekers stayed on, settling in various parts of the state and seeking employment in numerous developing industries. In 1898 the Land Act was passed which offered miners the opportunity to settle on the land. Settlers were offered 160 acres on surveyed land, or more in unsurveyed areas as an incentive to settle the rural areas. The government issued *The Settlers Guide* and local committees were set up to advise and assist new comers.²⁵

Australian Federation in 1901 had an effect on the State as a whole. The greatest effect of this was probably not felt until 1914 when Australia participated in World War I.

4.4.6 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- John Allnutt
First Chairman of Nelson Roads Board, 1887
- David William Stinton
Responsible for the discovery of tin in 1888 at what became Greenbushes.
- George Maunder Williams
Local JP, storekeeper and mine owner at Greenbushes.
- Jack Walter
Successful local farmer of the Peninsular at Hester Brook, who for six years (1895 - c.1901) was awarded the best farm in the district. He was also a local businessman and in 1904 established JR Walter and Co., Auctioneers, Land Stock and Commission Agents, in Bridgetown and later Greenbushes.
- William Ardagh Gardner Walter
Prominent resident of Bridgetown. First Magistrate in the South-West and the Mining Registrar during the tin boom in Greenbushes.

²⁴ Gaines C., op cit.

²⁵ Gaines C., op cit.

4.4.7 Places

The following is a list of some of the places that were associated with the development of the study area during this period:

Historical areas:

- Townsite of Hester; gazetted 1899;
- Townsite adjacent to the Greenbushes Railway Station (later named North Greenbushes); surveyed c.1899
- Tin mining areas around Greenbushes;
- Timber mill sites.

Significant civic and commercial buildings

Bridgetown:

- Bridgetown Railway Institute; 1897
- Railway Station; 1898
- Bridgetown Methodist Church; circa 1898
- St Brigid's Roman Catholic Church; 1903 and Convent; 1904
- Freemason's Hotel; circa 1905
- Bridgetown Police Station 1880 (Fmr) & Quarters 1907
- Bridgetown Roads Board Building; 1908
- Masonic Lodge; circa 1910
- St Paul's Anglican Church; 1911

Greenbushes:

- Shire Hall (Miners Institute); circa 1897
- Greenbushes railway Station; 1898
- St Barnabas Anglican Church; 1899
- Old Courthouse & Gaol; 1899 & 1906
- Greenbushes Post Office; 1907
- Shamrock Hotel; circa 1900
- Road Board Office; 1907
- Exchange Hotel; 1907

Yornup

- Yornup Agricultural Hall; 1913

Significant homesteads and cottages:

- Roebank; 1891
- Ford House; 1896
- Astley Park; 1907

Industrial buildings:

- Fruit packing sheds

4.5 1914 - 1945

4.5.1 Settlement

The period 1914 to 1945 was characterised by various attempts to encourage settlement of the south west of Western Australia. The most significant of these was the Group Settlement Scheme of the 1920s devised by Premier James Mitchell, as a means of assisting Britain by providing a livelihood for migrants in the period following World War I. The scheme was agreed to at a meeting held in Bridgetown in 1921, attended by Premier Mitchell, Prime Minister W.M. Hughes and Senators Lynch and Gregory. In 1923 the first 'group settlers' began to arrive in the area between Bridgetown and Manjimup, and in the following few years further groups arrived and numerous settlements developed in the region.

Despite the large numbers of settlers involved, the Group Settlement Scheme was largely a failure. The settlers were inexperienced in agriculture and ill-equipped for the hardships of first clearing bush and then cultivating the land. By the 1930s large numbers of them had abandoned their bush blocks and resettled in Perth or regional townsites. During this period there was also considerable migration from southern Europe, in particular, Italy. These migrants tended to be more successful and often took up the land abandoned by the group settlers and established farms and businesses.

During the 1930s the region felt the effects of the Great Depression when world prices for primary produce collapsed and many struggling settlers were forced off their land. Others survived this period by diversifying their farms or businesses. Men looking for work flocked from the city to regional areas, many camping along the Blackwood River.

The town of Bridgetown developed gradually during this period. In 1917 the Public Works Department provided scheme water for the town using water from the Hester Dam, constructed in 1916 primarily for railway use. The dam's resources proved inadequate however and the town suffered water restrictions for a number of years. Electricity was supplied to Bridgetown in 1924 and to Greenbushes in 1933.²⁶

At Greenbushes, the prosperity felt during the first two decades of the century came to an end when tin prices dropped in 1921-22.

4.5.2 Transport and Communications

Railways remained the main means of transport throughout the period. There was also considerable road construction and upgrading during the period, with a gradual increase in private vehicle ownership and bus services.

The first aeroplane landed at Bridgetown in 1920, although the area was generally considered unsuitable for aviation because of the dense forest areas and rolling topography, however a number of farm airstrips were in use for many years by small aircraft which were contracted for crop spraying.

²⁶ Gaines C., op cit.

4.5.3 Occupations

There was a wide variety of occupations in the region during the period, including mining, mill work, forestry, road and railway construction, grazing and mixed farming, including dairying, pig farming and orcharding. Trapping possums became illegal in 1920, but had previously been a lucrative fur export trade. A new timber mill was established by Lewis and Reid at Yornup in late 1922 (taken over by Bunning Brothers in 1923), while timber milling continued in the North Greenbushes area.

The continued importance of the local fruit industry as Australia emerged from depression, saw the construction of Paterson & Co Fruit Packing Shed in c.1936. This industrial shed (used for fruit sorting, packing and loading) was innovative for its time, due to the scale of the shed, the construction techniques used, and the installation of the most modern grading machinery available in Australia at the time.

During World War II the State Government instituted the Acquisition Scheme for the purchase of primary produce and an apple dehydration plant was constructed at Bridgetown, at the Wesfarmers Packing Sheds (former) on Steere Street, which had been the first large central fruit packing shed constructed in the State in 1923 (site currently being assessed for inclusion on the State Register of Heritage Places).

4.5.4 Social and Civic Life

The period 1914 to 1945 was characterised by an increase in community awareness with the establishment of many service organisations and clubs. This was partly a response to the major world issues of the period including two world wars and the Great Depression of the 1930s. It was also a response to the increases in local population. Examples include the Red Cross branches, which developed around World War I; Returned Services League (previously known by many other names) which developed following WWI; Country Women's Association (CWA) in 1936; and various co-operative societies. The Bridgetown Red Cross was established in 1915; the Bridgetown Girl Guides and Boy Scouts troops were being formed in 1915; and the St John Ambulance was established in Bridgetown in 1933.

Sports continued to play an important part in the community, with popular activities in this area including tennis, golf, bowls, cricket, football, rifle shooting and log-chopping. Trotting was also popular and the Bridgetown Trotting Club was founded in 1927, with horse racing tracks active in both Yornup and North Greenbushes around this time.

There were also numerous non-sporting recreational activities including amateur dramatics and social dances, with Bridgetown Repertory Company founded in 1932.²⁷

During this period moving pictures also became popular. With most country towns on a circuit with the movie operators moving from town to town to show films. The Bridgetown Town Hall and Greenbushes District Hall were both modified during this period for this purpose, and it was not uncommon for the latest reels to be raced by horseback or vehicle from Greenbushes to Bridgetown (or vice versa) in the middle of the evening on a Saturday night, to meet the demands of the eager viewers.

²⁷ Gaines C., op cit.

4.5.5 Outside Influences

The major outside events impacting on the development of the area during this period were two world wars and the economic Great Depression of the 1930s. The end of World War I brought the introduction of new ideas and technology, and significant post war immigration initially from the United Kingdom and later from southern Europe.

The period was characterised by the increased provision of services including electric lighting, telephone and radio and the rise in popularity of moving pictures. The Depression years of the early 1930s saw increased diversification of farms, however some farmers were forced to abandon the land and move to the townsites or Perth.

During World War II the rural sector experienced considerable prosperity with markets requiring products for the war effort and the government instituting schemes to provide for these requirements. The role of women became prominent in the economy as men were required for the war effort.

4.5.6 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- Gordon Holdsworth
Renowned Bridgetown artist, who worked in several artistic mediums, from landscape paintings to metallic sculptures. Holdsworth created many religious pieces for the Anglican Church of Western Australia, and a brass, silver and gold lectern made for St Paul's Anglican Church, Bridgetown, won a medal at the 1924 British Empire Exhibition in Wembley.²⁸ Holdsworth was also the designer and manufacturer of the Memorial Gates at the Bridgetown Pioneer Cemetery.
- Gerald Randell
Electrical Engineer who developed the first electricity supply for Bridgetown.
- John James Cochran Farquhar
Local farmer and prominent member of the Yornup community from c.1905 until his death in 1951. During that time he was honorary secretary for almost all organisations associated with the district, and also served as the Yornup Post Master for 24 years.

4.5.7 Places

The following is a list of some of the places that were associated with the development of the study area during this period:

Significant civic and commercial places and buildings

- Bridgetown Primary School; 1914
- Brooklyn School; 1918
- St Brigid's Roman Catholic Church School (hall); 1925
- Bridgetown Tennis Pavilion; circa 1927

²⁸ Description of the Gordon Holdsworth Collection
(<http://trove.nla.gov.au/work/157667355?q&versionId=171859708>)

- Bridgetown Town Hall; 1935
- Westpac Bank building; circa 1938

Residential Buildings

- Peninsula House; 1920
- Moyola; 1930
- Greystones; circa 1930
- Blackwood House; circa 1930
- Hill Farm; 1935

Industrial Buildings

- Bridgetown Power Station (corner Steere and Roe Streets); 1923
- Wesfarmers Packing Shed; 1923
- Paterson and Co. Fruit Packing Shed; circa 1936-1937

4.6 1945 - 1975

4.6.1 Settlement

The post-World War II period was characterised by increased settlement in the area due to prosperity in the rural sector and to the government assisted migration programs from Britain and post war resettlement from Europe. European migrants were attracted to the area because of the existing migrant community, familiar languages and farming opportunities. British migrants were attracted to the temperate climate of the South West and to the various employment opportunities in the local industries of the area.

In 1945 the War Service Land Settlement Scheme was established by the Australian Government to enable the rehabilitation of ex-servicemen. Settlers in some cases took up farms abandoned earlier and established dairy and mixed farming enterprises. The town of Bridgetown continued to develop and prosper during this period as the main service centre for the surrounding rural area.

4.6.2 Transport and Communications

Railways continued to be important both for passengers and conveyance of produce, although this declined towards the end of this period as motor transport became increasingly important. Roads improved and there was a large increase in private ownership of cars, increasing the accessibility of the area.

In 1973 the Bridgetown railway marshalling yards closed for steam engines and in 1975 they were relocated to Manjimup.

4.6.3 Occupations

Fruit growing, especially apples continued to be the main agricultural occupation. There was also continuation of mixed farming and dairying, and tree farming was established. As the population increased and technology advanced, the use of machinery in farming and other industries increased, and service businesses also increased to meet these needs in the district.

The increased accessibility of the area through private car ownership led to the development of the area as a popular tourist destination.

Diversification of the mining industry from tin occurred throughout this period with tantalum mining commencing in 1945.

4.6.4 Social and Civic Life

New arrivals to the district joined an established community with a strong sense of identity. Many of the newcomers came from a range of different cultural backgrounds. Over time this cultural diversity enriched the community with the introduction of new skills, sporting and cultural activities. Self-help community co-operation were features of the newcomers efforts to establish themselves.

Community groups developed and were an important feature of the period. For example the Bridgetown Policy Pool was formed in 1944 with the objective of establishing a central park in Hampton Street, Bridgetown. The park was administered by various community groups until the Bridgetown Shire took over the responsibility in 1965.

Following a steady growth of senior students at the Bridgetown School, the State Government finally agreed to build a High School in Bridgetown, which was completed and opened in 1954.

Church, social and sporting groups remained important in the community life of the area. Sporting activities also remained important, and in 1966 the Bridgetown Centenary Pool was constructed. In 1968 Bridgetown celebrated its centenary year with various civic and social activities.

The community purchased the historic Blechynden homestead, 'Bridgedale' and then later donated it to the National Trust of Australia.

In 1971 amalgamation of the Bridgetown and Greenbushes Shires occurred, with the administrative centre of the Shire of Bridgetown-Greenbushes being established in Bridgetown.

4.6.5 Outside Influences

After World War II the Australian government's immigration policy led to a large influx of migrants from the United Kingdom and Europe. The post war period was also characterised by programs to assist the resettlement of returned service men and the settlement of the new immigrant population.

Immigration, combined with the natural increase in population in the baby boom years of the 1950s, led to a need for housing in the 1950s and 1960s, with the State Housing Commission playing a prominent role. The period was generally one of prosperity for the rural sector with increases in population and the growth of community life.

4.6.6 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- Horace Mabey
Shire Councillor; Bridgetown Centenary Pool Committee
- Dr Noel Williams
Founder of Bridgetown Advancement Policy Pool

4.6.7 Places

The following is a list of some of the places that were associated with the development of the study area during this period:

- Bridgetown Trainmen's Barracks; 1949
- Bridgetown Memorial Park; 1948-1950
- Bridgetown High School; 1954
- Bridgetown Centenary Pool; 1966

4.7 1975 - 1995

4.7.1 Settlement

The period 1975 to 1995 was characterised by decline in some sectors and development in other sectors of the region. Generally, there was a trend towards corporate ownership of some rural industries and the decline of smaller operations. There was an increase in the service sector with the gradual growth of Bridgetown. The era saw the first development of lifestyle hobby farms in the district and the arrival of new residents seeking to escape the pressures of city life in favour of a rural lifestyle.

4.7.2 Transport and Communications

The period 1975 to 1995 was characterised by the decline of the once comprehensive railway service. The railway passenger services to Bridgetown ceased in the mid 1990's. With this change, South West Coach Lines provided passenger bus service via Bridgetown five times a week from Albany to Perth, with the route meeting the Australind (train) passenger service in Bunbury.

The increase in car ownership for personal transport reduced the emphasis on public transport services. The South Western Highway which runs directly through Bridgetown remains the most important transport route through the district. The most recent road bridge over the Blackwood River at Bridgetown was constructed in 1981.

The development of electronic communications technology has facilitated transfer of information and provided benefits of time and efficiency for both local business and government activities.

4.7.3 Occupations

Mixed farming remained an important industry throughout the period however fruit growing and dairying declined. The local orchard industry suffered a heavy blow in 1993 as codling moth infestations caused a massive Government encouraged "Tree Pull". Private tree farming became more prominent throughout the district, particularly the planting of Eucalyptus globulus (Tasmanian Blue Gum) trees.

Economic stability largely resulted from the breadth of the economic base of the area generally. There was an increase in the service and professional sectors largely focused upon Bridgetown and including services provided through the local authority. The tourism and the hospitality industry became important areas of employment, with an increase in the local arts and crafts industries also.

At Greenbushes, industry continued to be dominated by mining (Gwalia, ex Greenbushes Tin) with further diversification with the investigation into Lithium mining being carried out in the 1980s. Timber milling at Whittakers in North Greenbushes continued to also provide substantial employment.

4.7.4 Social and Civic Life

The Bridgetown-Greenbushes Shire continued to offer and expand a wide range of civic and recreational services including libraries, child health clinic, senior citizens activities and recreational facilities.

The district also continued to maintain a range of sports grounds and cultural facilities and there were a good number of community and sporting organisations. Church and social gatherings still play an important role in community life. The last of the small schools (Yornup) closed in 1984 with one of its school houses being relocated to Bridgetown Primary School, which was further expanded in 1989.

4.7.5 Outside Influences

Outside influences during this period are mainly related to the general growth and development of Western Australia. Generally the period was been marked by the prosperity of the mineral boom of the 1970s, corporate ventures of the 1980s, followed by a period of comparative economic decline in the late 1980s and early 1990s. There has been decline in some aspects of the rural sector, but an increase in tourism and the service sector during this period.

4.7.6 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- Dr Nigel Jones MD
Significant financial and occupational contribution to medical practices in Bridgetown and Greenbushes; Citizen of the Year 2002
- Dr Michael Dewing MD
Significant financial and occupational contribution to medical practices in Bridgetown

- Harold Rowan-Robinson
Tidy Towns Committee; Shire Councillor, Vice President; Agricultural Society Committee Member & Farmers Federation. Order of Australia; Citizen of the Year 1985
- Robert Wardell-Johnson
Shire President 1983 - 1986; Landcare Projects; Farmers Federation; Agricultural Society Committee; Citizen of the Year.
- Phil O'Reilly
St John Ambulance; Order of Australia; Citizen of the Year 1984

4.7.7 Places

The following place was associated with the development of the study area during this period:

- Bridgetown Road Bridge 1981

4.8 1995 - 2019

4.8.1 Settlement

The period 1995 to 2019 was characterised by a greater diversity of workers settling in the district. There has been a further state trend of 'tree change' movement in population distribution, particularly with the continued strong growth and spread of the Perth Metropolitan area. Continued mining opportunities in the north of the state (despite times of downturn) has seen a large number of 'fly-in, fly-out' workers choosing to settle their families in the district, then travel to the regional sites for work.

Hobby farms have remained of interest and subdivision estates created on the outskirts of Bridgetown have created a number of 1/2 acre to 5 acre lifestyle lots, both of which have assisted in small but steady population growth.

4.8.2 Transport and Communications

In 2003 use of the Bunbury to Bridgetown Railway for freight ceased entirely. This increased the amount of heavy haulage traffic using South Western Highway, including Hampton Street, the main street of Bridgetown. Despite numerous proposals for a bypass/heavy haulage deviation this has not been implemented. Regional bus services continue to run between Perth and Albany, via Bridgetown and Greenbushes.

The digital age is transforming life in regional Australia, from the way people access health, education and government services, to the way they live and work. The availability of high-speed broadband in regional areas including Bridgetown, has allowed many people to either move to or remain in the district, supported by digital access to employment or education.

4.8.3 Occupations

Mixed farming has remained an important industry throughout the period, however less hands are generally required to farm certain produce, due to technological advances in machinery. This has assisted farmers as the market value of produce has not been particularly strong in recent years. Farmers in the district however have been fortunate not to have suffered the effects of drought or rain as much as the east of the country during this period. Tree farming, particularly of *Eucalyptus globulus* has continued in the district, although it has declined in recent years.

Economic stability has largely continued due to the economic diversity of the area. There was an increase in the service and professional sectors largely focussed upon Bridgetown including Local Government services. Tourism and the hospitality industry have become further important areas of employment and there remains a focus on the local arts and crafts industries.

At Greenbushes, industry has continued to be dominated by mining (Talison Lithium and Global Advanced Metals). Talison Lithium are in the process of increasing their plant operations, which will lead to greater employment in the local mining industry.

Changes to the State Government Forest Management Plan (2013) and consequently permitted logging volumes, directly resulted in the closure of the former Whittakers Timber Mill in Greenbushes in 2014. Gunns Timber also closed their Dean Mill operations and Manjimup processing plant around 2011/12, also impacting jobs in the region. Auswest Timbers moved their operations from Manjimup to the (former) Whittakers Mill in early 2016, continuing to employ residents from the district.

4.8.4 Social and Civic Life

The Bridgetown-Greenbushes Shire has rationalised land parcels bound broadly by Barlee Street, Steere Street, Gifford Road and Molyneux Way, over the last 15 years, to create a social and recreational hub for Bridgetown.

A Recreation Centre was built in 2002 alongside the old Bridgetown Centenary Pool, on the corner of Steere Street and Gifford Road, replacing the old Netball Courts. Somme Creek Parkland sits through these land parcels and in 2007/2008, a revegetation program was undertaken, and the Bridgetown Skate Park built in 2007/08, with a large car park developed in 2011. A new Bridgetown Public Library was built alongside the creek in 2012/13. The library offers a large and climate controlled modern space for the community, including a youth room, and a meeting room/exhibition space.

In addition to the previously built Recreation Centre, a new 25m outdoor pool was built in 2015/16, with the complex becoming the Bridgetown Leisure Centre. The Somme Creek Parklands has been further enhanced by statues, monuments and outdoor exercise equipment

Both the Bridgetown and Greenbushes sports grounds have continued to be used by local and surrounding sporting groups. Old time dancing continues to be run by a number of local groups, predominantly in the Yornup and Greenbushes Halls.

4.8.5 Outside Influences

Outside influences during this period are mainly related to the sharp rise in electronic communications, which has allowed and/or encouraged many people to make the move to rural areas and work via digital link to their clients or employer.

Technological advances in farm machinery has meant that often less labourers are needed to run a farm. There has been decline in some aspects of the rural sector, but an increase in tourism and the service sector.

4.8.6 People

The following is a list of some of the people who were prominent residents of the study area during this period:

- Robyn McSweeney, MLC
Liberal Party South West Region 2001 – 2017
- Noel Holdsworth
Significant Entrepreneur; Community Member- Bridgetown and Yornup; Rotary Member and Philanthropist; Senior Citizen of the Year 2017
- Maureen Flemming
Business Owner, Founding Member Blackwood Women; Bridgetown Chamber of Commerce; Senior Citizen of the Year 2013

4.8.7 Places

The following is a list of some of the places that were associated with the development of the study area during this period:

- Bridgetown Leisure Centre (95 Steere Street)
- Bridgetown Skate Park (Steere Street)
- Bridgetown Swimming Pool (Leisure Centre, 95 Steere Street)
- Bridgetown Public Library (75 Steere Street)

5.0 BIBLIOGRAPHY

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6.0 TABLES OF PLACE RECORDS WITH MANAGEMENT CATEGORIES

6.1 Bridgetown

Place No.	Name	Management Category
B1.	Moyola; 1930 Lot 6 (41) Turner Road, Bridgetown (inHerit Place No.3223)	B
B2.	Packing Shed (Armstrong); (date unknown) Lot 3391 (56) Roe Street, Bridgetown (inHerit Place No.3199)	C
B3.	Packing Shed; (date unknown) Lot 414 (21) Greys Hill Road, Bridgetown (inHerit Place No.3200)	B
B4.	Bridgetown Railway Station and Goods Shed (Fmr); c.1898 11 Stewart Street, Bridgetown, Railway Reserve (inHerit Place No.256)	A
B5.	Paterson & Co Fruit Packing Shed (Fmr); c.1936/1937 Lot 1 (166) Hampton Street, Bridgetown (inHerit Place No.3220)	A
B6.	Ford House; 1896 Lot 14 (1) and Lot 56 (3) Eedle Terrace, Bridgetown (inHerit Place No.3207)	B
B7.	Windsor; c.1910 Lot 54 (7) Eedle Terrace, Bridgetown (inHerit Place No.2956)	C
B8.	Greystones; c.1930 Lot 100 (RSN 25) Brockman Highway, Bridgetown (inHerit Place No.2957)	C
B9.	Freemasons Hotel (Bridgetown); c.1905 Lot 20 (2) Steere Street, Bridgetown (inHerit Place No.248)	A
B10.	Bridgetown Hotel; c.1880 and c.1920s Lots 40 (155-165) Hampton Street, Bridgetown (inHerit Place No.3195)	B
B11.	Scott's Tavern; c.1876 Lot 2 (78) Hampton Street, Bridgetown (inHerit Place No.239)	B
B12.	Bridgetown Post Office; c.1912 Lot 50 (142) Hampton Street, Bridgetown (inHerit Place No.240)	A
B13.	Bridgedale; 1862 Lots 6, 8, 9 and 12 (RSN 80) South Western Highway, Bridgetown (inHerit Place No.241)	A
B14.	Nelson's Pharmacy (Fmr); c.1908 Lot 202 (110) Hampton Street, Bridgetown (inHerit Place No.242)	B
B15.	Westpac Bank; c.1938 Lot 9 (112) Hampton Street, Bridgetown (inHerit Place No.243)	B
B16.	Bridgetown Masonic Lodge; c.1910 Lot 1 (82) Hampton Street, Bridgetown (inHerit Place No.245)	B

B17.	Commercial Bank of Australia, Bridgetown (Fmr); c.1909 Lot 10 (116) Hampton Street, Bridgetown (inHerit Place No.3582)	B
B18.	Bridgetown Police Station 1880 & Quarters (Fmr) 1907 Lot 896 (144, 146 & 148) Hampton Street, Bridgetown (inHerit Place No.254)	A
B19.	Lawyer's Office; c.1900 Lot 1 (107) Hampton Street, Bridgetown (inHerit Place No.244)	B
B20.	Bridgetown Courthouse (Fmr); c.1880s and 1950 Lot 897 (150) Hampton Street, Bridgetown (inHerit Place No.2961)	B
B21.	St Paul's Anglican Church; 1911 and Hall 1954 Lot 1 (36) Phillips Street, Bridgetown (inHerit Place No.252)	B
B22.	Bridgetown Civic and Community Centre; 1935/1936 Lot 2 (1) Steere Street, Bridgetown (inHerit Place No.249)	A
B23.	The Core Complex; c.1900 Lot 1 (145) Hampton Street, Bridgetown (inHerit Place No.2997)	B
B24.	May Cottage; 1880 Lot 441 (100) Turner Road, Bridgetown (inHerit Place No.3204)	B
B25.	Bridgetown Pioneer Cemetery; c.1878 Lot 870 (10) Nelson Street, Bridgetown (inHerit Place No.8694)	B
B26.	Bridgetown Memorial Park; 1948 and Memorial; 1921 Hampton Street, Bridgetown (inHerit Place No.6621)	B
B27.	Bridgetown Trainmen's Barracks (Fmr); 1949; Lot 178 (16) Phillips Street, Bridgetown (inHerit Place No.250)	A
B28.	Old Bridgetown Hospital; 1887 Lot 924 (90) Roe Street, Bridgetown (inHerit Place No.257)	B
B29.	Uniting Church Bridgetown; 1899 Lot 2 (106) Roe Street, Bridgetown (inHerit Place No.258)	B
B30.	St Brigid's Roman Catholic Church, 1903; Convent of Mercy, 1904 and 1940; and School (Hall), 1925 Lot 123 (33) Steere Street and Lot 95 (130) Roe Street, Bridgetown (inHerit Place No.259)	B
B31.	Railway Institute (Fmr); c.1898 Lot 1 (4) Rowley Street, Bridgetown (inHerit Place No.262)	C
B32.	Bridgetown RSL Hall (Fmr); (date unknown) Lot 30 (1) Rowley Street, Bridgetown (inHerit Place No.263)	C
B33.	Henry's House; 1890 Lot 101 (29) Hampton Street, Bridgetown (inHerit Place No. 26209)	C
B34.	Geegelup General Store; c.1907 Lot 20 (130) Hampton Street, Bridgetown (inHerit Place No.2996)	C
B35.	Bridgetown Primary School; 1914 Lot 910 (170) Roe Street, Bridgetown (inHerit Place No.2963)	B

B36.	Bridgetown Roads Board Office (Fmr); 1908 Lot 21 (19) Steere Street, Bridgetown (inHerit Place No.3583)	A
B37.	Terminus Hotel (Fmr); c.1894 Lot 961 (36) Steere Street, Bridgetown (inHerit Place No.253)	B
B38.	Walter Road Reserve Lot 922 Walter Road, Bridgetown (inHerit Place No.6622)	D
B39.	Site of Original Show Grounds Corner Steere and Roe Streets, Bridgetown (inHerit Place No.3214)	D
B40.	Old Bridgetown Cider Factory; c.1890 Lot 8 (73) Hampton Street, Bridgetown (inHerit Place No.2965)	C
B41.	Bridgetown Lawn Tennis Club; c.1930 Lot 377 (6) Nelson Street, Bridgetown (inHerit Place No.3590)	B
B42.	Nelson's of Bridgetown; 1899 Lot 14 (38) Hampton Street, Bridgetown (inHerit Place No.247)	B
B43.	Bridgetown Road Bridge; 1981 South Western Highway, Bridgetown (inHerit Place No.2995)	C
B44.	Old Rectory; 1894 Lot 4 (RSN 11749) Brockman Highway, Bridgetown (inHerit Place No.6129)	C
B45.	National Bank (Fmr); 1909 Lot 1 (97) Hampton Street, Bridgetown (inHerit Place No.246)	B
B46.	Haberdashery Shop; 1903 Lot 1 (30) Hampton Street, Bridgetown (inHerit Place No.6624)	D
B47.	Maslin House (Fmr); 1877 Lot 20 (81) Hampton Street, Bridgetown (inHerit Place No.6625)	B
B48.	Riverwood House; c.1896 Lot 887 (RSN 24399) South Western Highway, Bridgetown (inHerit Place No.6626)	B
B49.	Allview; 1888 Lot 100 (7) Mount Street, Bridgetown (inHerit Place No.6627)	B
B50.	Wesfarmers (Fmr); 1935 & 1938 Lot 21 (17) Steere Street, Bridgetown (inHerit Place No. 17301)	B
B51.	The Western Australian Bank Bridgetown (Fmr); 1903 & 1930s Lot 3 (122 & 124) Hampton Street, Bridgetown (inHerit Place No. TBA)	A
B52.	Blechynden Butcher Shop; 1906/1907 Lot 10 (121) Hampton Street, Bridgetown (inHerit Place No. TBA)	B
B53.	Belvedere; 1897 Lot 2 (1) Smith Street, Bridgetown (inHerit Place No. TBA)	B
B54.	Apple Workers' Quarters (Fmr) c.1916 Lot 527 (8) Dreyfus Street, Bridgetown (inHerit Place No. TBA)	C

B55.	Bridgetown Infant Health Centre (Fmr); 1954 Lot 22 (173) Hampton Street, Bridgetown (inHerit Place No. TBA)	B
B56.	Bridgetown CWA Hall; 1955 Lot 19 (171) Hampton Street, Bridgetown (inHerit Place No. TBA)	C
B57.	Bridgetown Fire Station; 1954 Lot 151 (175) Hampton Street, Bridgetown (inHerit Place No. TBA)	B
B58.	Bridgetown Ambulance Hall (Fmr); 1959 Lot 2 (179) Hampton Street Bridgetown (inHerit Place No. TBA)	C
B59.	Zinnecker's Garage (Fmr); 1934 Lot 230 (154) Hampton Street, Bridgetown (inHerit Place No. TBA)	C
B60.	Bridgetown Club; 1936/1937 Lot 21 (13) Pioneer Street, Bridgetown (inHerit Place No. TBA)	B
B61.	Doctor's Residence & Surgery (Fmr); c.1937-1939 Lot 3 (64) Steere Street, Bridgetown (inHerit Place No. TBA)	C
B62.	Blackwood Maternity Hospital (Fmr); 1922 Lot 1 (66) Steere Street, Bridgetown (inHerit Place No. TBA)	C
B63.	Bridgetown Agricultural Showgrounds; from 1905 Lot 915 (38) Peninsula Road, Bridgetown (inHerit Place No. TBA)	B
B64.	Bridgetown Cemetery; from 1908 Lot 873 Eastcott Avenue, Bridgetown (inHerit Place No. TBA)	B
B65.	Bridgetown Girl Guide Headquarters; 1934 Lot 7 (63) Steere Street, Bridgetown (inHerit Place No. TBA)	B
B66.	Bridgetown Repertory Theatre; c.1959 Lot 600 (185) Hampton Street, Bridgetown (inHerit Place No. TBA)	C
B67.	Site of Bridgetown Drive-In Cinema, Hot Rod Track and BMX Track; Drive In - 1960/1961; Hot Rod Track – 1970; BMX Track – c.1991 Reserve 46684, Lot 927 (2) and Reserve 25978, Lot 926 (8) Les Woodhead Avenue, Bridgetown (inHerit Place No. TBA)	D
B68.	Yornup School Classroom (Fmr); c.1908 Lot 896 (5) Civic Lane, Bridgetown (inHerit Place No. TBA)	C
B69.	Station Master's House (Fmr); 1925 Lot 798 (1) Ethel Street, Bridgetown (inHerit Place No. TBA)	B

6.2 Greenbushes

Place No.	Name	Management Category
G1.	Old Greenbushes Cemetery Reserve 6889 South Western Highway, Greenbushes (inHerit Place No.3039)	B
G2.	New Zealand Gully (Mine Site); c.1890; South Western Highway, Greenbushes (inHerit Place No.3209)	C
G3.	Dumpling Gully (Mine Site); c.1890 Greenbushes-Grimwade Road & South Western Highway, Greenbushes (inHerit Place No.3210)	C
G4.	Greenbushes Roads Board Office (Fmr); 1907 Lot 39 (36) Blackwood Road, Greenbushes (inHerit Place No.265)	B
G5.	Old Greenbushes Courthouse & Lock-up; 1899 & 1906 Lot 339 (4) Blackwood Road, Greenbushes (inHerit Place No.267)	B
G6.	Exchange Hotel; 1907 Lots 6 and 7 (22) Blackwood Road, Greenbushes (inHerit Place No.266)	B
G7.	Greenbushes Club Rooms (Fmr); 1894 Lot 55 (33) Blackwood Road, Greenbushes (inHerit Place No.268)	C
G8.	Greenbushes District Hall; c.1897 Lot 350 (8) Blackwood Road, Greenbushes (inHerit Place No.269)	B
G9.	Greenbushes Post Office (Fmr) and Shop; 1907 Lot 11 (45) Blackwood Road, Greenbushes (inHerit Place No.271)	B
G10.	Shamrock Hotel; c.1900 Lot 98 (61) Blackwood Road, Greenbushes (inHerit Place No.273)	B
G11.	Lindsay's Store; c.1900 Lot 2 (38) Blackwood Road, Greenbushes (inHerit Place No.6629)	B
G12.	Greenbushes War Memorial; 1922 Lot 350 (8) Blackwood Road, Greenbushes (inHerit Place No.276)	B
G13.	Knights Hill South Western Highway, Hester Brook (inHerit Place No.6630)	D
G14.	St Barnabas Anglican Church; 1899 Lot 34 (28) Telluride Street, Greenbushes (inHerit Place No.227)	B
G15.	Greenbushes Masonic Hall; c.1890s Lot 273 (10) Tourmaline Street, Greenbushes (inHerit Place No.278)	B
G16.	Trington; c.1907 Lot 20 (27) Jephson Street, Greenbushes (inHerit Place No.6631)	C
G17.	Caltura; c.1906 Lot 203 (32) Stanifer Street, Greenbushes (inHerit Place No.6632)	B
G18.	Greenbushes Railway Station; 1898 Railway Reserve, Throssell Street, North Greenbushes (inHerit Place No.6633)	B

G19.	Greenbushes Police Station (Fmr); c.1901 Lot 188 (3) Blackwood Road, Greenbushes (inHerit Place No.270)	B
G20.	Greenbushes Hospital (Fmr); 1906/1907, 1940 & 1960 Strata Lot 2 (43) Diorite Street, Greenbushes (inHerit Place No.6635)	B
G21.	Greenbushes CWA Hall; pre 1935 Lot 21 (17) Blackwood Road, Greenbushes (inHerit Place No.6636)	C
G22.	Greenbushes School Manual Training Shed (Fmr); c.1910 Lot 189 (7) Blackwood Road, Greenbushes (Facing Telluride Street) (inHerit Place No.6637)	C
G23.	Strathlea and Braeside Cottages; early 1900's Lot 3 (22) and Lot 2 (24) Stanifer Street, Greenbushes (inHerit Place No.6638)	C
G24.	Cornwall Pit, Greenbushes. c. 1907 State Forest (F20) Maranup Ford Road, Greenbushes (inHerit Place No.6639)	B
G25.	Greenbushes Pool Reserve 22315, Lot 11339 Spring Gully Road, Greenbushes (inHerit Place No.6640)	B
G26.	The Western Australian Bank Greenbushes (Fmr); c.1905 Lot 66 (46) Blackwood Road, Greenbushes (inHerit Place No. TBA)	A
G27.	Greenbushes Golf Course and Clubhouse; 1959/60 Lot 500 (RSN 72) Greenbushes-Boyup Brook Road, North Greenbushes (inHerit Place No. TBA)	C
G28.	Knapton's Guesthouse (Fmr); pre 1914 Lot 12 (17) Jephson Street, Greenbushes (inHerit Place No. TBA)	B
G29.	Greenbushes Cemetery; from 1910 Reserve 10819, Lot 819 (RSN 18) Stinton Avenue, Greenbushes (inHerit Place No. TBA)	B

6.3 Rural

Place No.	Name	Management Category
R1.	Mandalup; c.1900 Lot 739 (RSN 123) Meares Road, Winnejup (inHerit Place No.3186)	C
R2.	Dalmore; c.1920 Lots 71 & 72 (RSN 719) Dalmore Road, Winnejup (inHerit Place No.3188)	C
R3.	Falnash; c.1897 Lot 3 (House) et al., Falnash Road, Winnejup (inHerit Place No.3187)	B
R4.	Donnelly Well; c.1890 Reserve 1672, Lot 11860 South Western Highway, Yornup (inHerit Place No.3197)	C
R5.	Eight Mile Well; c.1890 Lot 11333 Bridgetown-Boyup Brook Road, Winnejup (corner Greenfields Road) (inHerit Place No.3196)	C
R6.	Trott's Cottage; c.1890 Lot 29 (RSN 23975) South Western Highway, Bridgetown (inHerit Place No.1575)	C
R7.	Orange Grove Farm; 1894 Lot 6361 (RSN 11347) Brockman Highway, Wandillup (inHerit Place No.3192)	C
R8.	Parkville; 1890 Lot 62 (RSN 543) Crowd Wheatley Road, Hester Brook (inHerit Place No.3191)	C
R9.	Silverlands; c.1902 Lot 658 (RSN 1601) Tweed Road, Winnejup (inHerit Place No.3190)	C
R10.	Blackwood Bend Farm; c.1900 Lot 670 (RSN 61) Scott - Meares Road, Winnejup (inHerit Place No.6641)	C
R11.	Dalgarup Park; 1896/97 (Lot 60) RSN 40 Blackwood Park Road, Hester Brook (inHerit Place No.3219)	C
R12.	Astley Park; c.1905-1907 Lot 762 (RSN 24054) South Western Highway, Bridgetown (inHerit Place No.3206)	B
R13.	Forrest Homestead; late 19th Century Lot 83 (RSN 2261) Tweed Road, Winnejup (inHerit Place No.3185)	C
R14.	Trott's Hill; from 1870s South Western Highway, Bridgetown (inHerit Place No.6642)	D
R15.	Site of First Aircraft Landing in Bridgetown; 1920 Lots 44 & 63 (RSN 24517) South Western Highway, Bridgetown (Hill Farm) (inHerit Place No.6643)	D
R16.	Hill Farm; 1935 Lot 44 (RSN 24517) South Western Highway, Bridgetown (inHerit Place No.6644)	B

R17.	Blackwood House; 1936 Lot 25 (RSN 179) Blackwood Park Road, Hester Brook (inHerit Place No.6645)	B
R18.	Windy Hollow; c.1918 Lot 40 (RSN 135) Henderson Road, Kangaroo Gully (inHerit Place No.6646)	C
R19.	Brooklyn School; 1918 Lot 623 (RSN 963) Carburnup Brook Rd, Sunnyside (inHerit Place No.4036)	A
R20.	Ross' Swamp; c.1903-1907 Lot 13450 Donnelly Mill Road, Wandillup (inHerit Place No.17613)	C
R21.	Grevillea Fire Tower; 1940 Lot 331 Tower Rd, Kingston State Forrest (inHerit Place No.17614)	C
R22.	Peninsula House; 1920 Lot 142 (RSN 767) Peninsula Road, Hester Brook (inHerit Place No.3202)	C
R23.	Roebank; c.1891 Lot 8480 (RSN 52) Walter Willis Road, Hester Brook (inHerit Place No.3201)	C
R24.	The Nelson Grange; 1860 Lot 54 (RSN 27) Quagamirrup Road, Wandillup (corner Grange Road) (inHerit Place No.3208)	A
R25.	Geegelup; c.1889 Lot 761 (RSN 24024) South Western Highway, Bridgetown (inHerit Place No.3194)	C
R26.	Woodlands; 1894 Lot 751 (RSN 24122) South Western Highway, Bridgetown (inHerit Place No. TBA)	B
R27.	Bridgetown Golf Course and Clubhouse; From 1928 Lot 6799 (and Lot 10164) RSN 39 Bill Baldock Drive, Hester Brook. (inHerit Place No. TBA)	C