



City of Rockingham

Municipal Heritage Inventory Review (2018)



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Cover Illustration: Oil Painting in Council Chambers "The Rockingham"
Arrived Cockburn Sound, 14th May 1830

Artist: Ross Shardlow

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EXECUTIVE SUMMARY

Municipal Heritage Inventories (MHI) identify local heritage places in a systematic fashion, and provide the base information needed for local heritage planning to achieve consistency, strategic direction, and community support.

The *Heritage of Western Australia Act 1990* requires all local government authorities in Western Australia to compile, and periodically update and review their Municipal Heritage Inventories.¹

The relevant Section (45) of the *Heritage of Western Australia Act 1990* states that:

- 1) A local government shall compile and maintain an inventory of buildings within its district which in its opinion are, or may become, of cultural heritage significance.
- 2) The inventory required by Subsection (1) shall be compiled no later than 4 years from the commencement of this Act and shall be (a) updated annually; and (b) reviewed every 4 years after compilation.
- 3) A local government shall provide the [Heritage] Council with a copy of the Inventory compiled pursuant to this section.
- 4) A local government shall ensure that the inventory required by this section is compiled with proper public consultation.

The City of Rockingham adopted a Municipal Heritage Inventory on 24th October 1995 which was updated on the 22nd December 1998. This document was replaced by a new MHI on 25th March 2008, which was last updated on 25th September 2012. Since that time many places have undergone change and documentation standards have been revised.

In 2017, the City of Rockingham engaged consultants to review the 2012 Heritage Inventory. This document is the culmination of the review process and includes the following key elements

- Review of the documentary and physical evidence for the places currently on the MI;
- New documentary and physical evidence for places nominated for inclusion on the MI;
- Allocation and review of management category for all places (current and new) in accordance with the current State Heritage Office guidelines; and
- Summary tables of the review findings.

As a result of this process there have been some additions and removals from the Municipal Heritage Inventory and Scheme List. A brief summary of the outcomes are as follows.

- 105 Places assessed consisting of:
 - 26 New Places nominated from the Heritage Reference Group and State Heritage Office database (inHerit)
 - 79 Places from the existing MHI
- 1 Place removed due to demolition
- 7 not included because of no heritage value
- 2 Not Found

¹ State Heritage Office *Basic Principles for Local Government Inventories* March 2012, www.stateheritageoffice.wa.gov.au accessed May 2012.

PLACES INCLUDED ON THE MUNICIPAL HERITAGE INVENTORY

The following places are recommended for inclusion on the Heritage Inventory of Heritage Places for their cultural heritage values. Refer to Section 7.0 for details of each place.

* Additional Place in the MHI

** Management category of place has been altered

Place No.	Name	Street No.	Street	Locality	Category	Changes to MHI
BALDIVIS						
1.	Baldivis Primary School (fmr)	342	Baldivis Road	Baldivis	A	
2.	Baldivis Reserve	342	Baldivis Road	Baldivis	C	*
3.	Group Settler's Home	118	Fifty Road	Baldivis	C	
EAST ROCKINGHAM						
4.	Limestone Quarry		Chesterfield Road	East Rockingham	A	
5.	Chesterfield Inn (fmr)		Chesterfield Road	East Rockingham	A	
6.	Chesterfield Dairy (fmr)		Chesterfield Road	East Rockingham	A	
7.	Day Cottage (ruin)		Day Road	East Rockingham	A	
8.	Chalwell House - Site	2	Lodge Drive	East Rockingham	E	
9.	East Rockingham Heritage Precinct		Mandurah Road	East Rockingham	A	*
10.	East Rockingham Cemetery	231	Mandurah Road	East Rockingham	A	
11.	Hymus House	303	Mandurah Road	East Rockingham	A	
12.	Bell Cottage (ruin)	371	Mandurah Road	East Rockingham	A	
13.	Roads Boards Office - Site	90	Office Road	East Rockingham	E	
14.	"Rockingham" Cairn		Rockingham Beach Road	East Rockingham	B	
15.	Kwinana Grain Terminal, Granary Museum and Jetty		Rockingham Beach Road	East Rockingham	B	
GARDEN ISLAND						
16.	Dato Shipwreck		Careening Bay	Garden Island	E	*
17.	Z Force Memorial, Garden Island		Dampier Road	Garden Island	B	
18.	Garden Island Batteries		Garden Island	Garden Island	A	
19.	J.F. Mills' Residence - Site		Hamelin Road	Garden Island	E	
20.	Star Shipwreck		Murray Reef	Garden Island	E	*
21.	Cliff Point Historic Site		Sulphur Bay	Garden Island	A	
GOLDEN BAY						
22.	Peelhurst (ruins)	178	Dampier Drive	Golden Bay	A	

Place No.	Name	Street No.	Street	Locality	Category	Changes to MHI
HILLMAN						
23.	Abattoir and Stables		Cnr Dixon Road and Darile Street	Hillman	A	
KARNUP						
24.	Paganoni Swamp		Paganoni Road	Karnup	D	*
PERON						
25.	Alfred Hines Seaside Home (fmr)	1	Hymus Street	Peron	B	**
26.	AIW Centre and RSL Caravan Park - Site		Peron Road	Peron	E	*
27.	Cape Peron Battery Complex		Point Peron Road	Peron	A	
28.	Turtle Factory (fmr)		Point Peron Road	Peron	E	
29.	Point Peron Recreational Camp		Point Peron Road	Peron	C	**
PORT KENNEDY						
30.	Chalmers Shipwreck			Port Kennedy	E	*
31.	Hero of the Nile Shipwreck		Long Point	Port Kennedy	E	*
32.	Port Kennedy Scientific Park		Port Kennedy Drive	Port Kennedy	C	**
ROCKINGHAM						
33.	Rockingham Beach Primary School	30	Bay View Street	Rockingham	B	
34.	Rockingham Park Underpasses		Centaurus Street	Rockingham	C	
35.	Rockingham Park Kindergarten (fmr)		Centaurus Street	Rockingham	C	
36.	Residence, 3 Chalwell St	3	Chalwell Street	Rockingham	C	
37.	Rockingham Police Station and Courthouse - Site		Cnr Emma Street and Flinders Lane	Rockingham	E	
38.	Z Force Memorial, Rockingham		Esplanade	Rockingham	B	
39.	Iluka	13	Esplanade	Rockingham	B	
40.	Carinya Court	153	Esplanade	Rockingham	B	
41.	Racecourse - site		Flinders Lane	Rockingham	E	
42.	Rockingham Oval and Memorial		Flinders Lane	Rockingham	C	
43.	Flinder's Hall and Rose Garden - site	24	Flinders Lane	Rockingham	E	
44.	Uniting Church	11	Florence Street	Rockingham	B	
45.	Rockingham Fire Station (fmr)	4	Hefron Street	Rockingham	C	*
46.	Theatres - site		Kent Street	Rockingham	E	
47.	Rockingham Beach School - site	9	Kent Street	Rockingham	E	

Place No.	Name	Street No.	Street	Locality	Category	Changes to MHI
48.	Rockingham Police Station - site	19	Kent Street	Rockingham	E	
49.	Rockingham Hotel, Trees and Walls	26	Kent Street	Rockingham	C	
50.	Rockingham Hotel	26-40	Kent Street	Rockingham	A	
51.	Roads Board Office (fmr)	41	Kent Street	Rockingham	A	
52.	Anglican Church (fmr)	63-65	Kent Street	Rockingham	B	
53.	Frank Churcher's Residence - site	176-178	Kent Street	Rockingham	E	
54.	Lake Richmond		Lake Street	Rockingham	A	
55.	Palm Beach Jetty - site		Palm Beach	Rockingham	E	
56.	Lakeside	65	Parkin Street	Rockingham	B	
57.	Millars Cottages (fmr)	165	Parkin Street	Rockingham	E	
58.	Fisher's Bakery – site	175	Parkin Street	Rockingham	E	
59	Golf Course - site		Cnr Patterson Road and Read Street	Rockingham	E	
60.	Sutton Residence (fmr)	30	Rae Road	Rockingham	B	*
61.	Three Timber Jetties - site		Railway Terrace	Rockingham	E	
62.	Founder's Memorial		Railway Terrace	Rockingham	B	
63.	Timber Railway - site		Railway Terrace	Rockingham	E	
64.	Rockingham Beach Post Office – site	15	Railway Terrace	Rockingham	E	
65.	Amur Shipwreck		Rockingham Beach Road	Rockingham	E	*
66.	Bell and Churchill Parks		Rockingham Beach Road	Rockingham	B	
67.	Trocadero Dance Hall - site	21	Rockingham Beach Road	Rockingham	E	
68.	Elanora – site	49	Rockingham Beach Road	Rockingham	E	**
69.	Hanretty House and Pine Tree - site	61	Rockingham Beach Road	Rockingham	E	
70.	Reverend Purdy's House (fmr)	67	Rockingham Beach Road	Rockingham	C	*
71.	Cruising Yacht Club - site	2	Val Street	Rockingham	E	
72.	Masonic Hall		Wanliss Street	Rockingham	B	
SAFETY BAY						
73.	Safety Bay Butcher's Shop (fmr)	44	Penguin Road	Safety Bay	B	
74.	Residence, 72A Penguin Rd	72A	Penguin Road	Safety Bay	C	
75.	Residence, 188 Safety Bay Rd	188	Safety Bay Road	Safety Bay	C	
76.	Sorrento Guest House (fmr)	211	Safety Bay Road	Safety Bay	B	*
77.	Residence, 218 Safety Bay	218	Safety Bay Road	Safety Bay	D	

Place No.	Name	Street No.	Street	Locality	Category	Changes to MHI
	Rd					
78.	A.J.H. Watts Land Sales Office (fmr)	229	Safety Bay Road	Safety Bay	B	
79.	Safety Bay Yacht Club – site	243	Safety Bay Road	Safety Bay	E	
80.	Residence, 250 Safety Bay Rd	250	Safety Bay Road	Safety Bay	C	
81.	Residence, 274 Safety Bay Rd	274	Safety Bay Road	Safety Bay	D	**
82.	Waikiki Hotel - site	434	Safety Bay Road	Safety Bay	E	*
83.	St George's Church	1-3	Thomas Street	Safety Bay	C	*
84.	Residence, 21 Waimea Rd	21	Waimea Road	Safety Bay	C	**
SHOALWATER						
85.	Arcadia House - site	98	Arcadia Drive	Shoalwater	E	
86.	Residence, 118 Arcadia Dr	118	Arcadia Drive	Shoalwater	C	
87.	Residence, 124 Arcadia Dr	124	Arcadia Drive	Shoalwater	C	
88.	Mersey Point	153	Arcadia Drive	Shoalwater	C	*
89.	Aloha and Oahu	166-168	Arcadia Drive	Shoalwater	D	
90.	Penguin Island		Penguin Island	Shoalwater	A	
91.	Penguin Island Kitchen, Store Cave & Well		Penguin Island	Shoalwater	B	
92.	Monkhouse Family Residence - site	54	Penguin Road	Shoalwater	E	
93.	CWA Centre	12	Watts Road	Shoalwater	B	
WAIKIKI						
94.	Residence, 623 Safety Bay Rd	623	Safety Bay Road	Waikiki	D	**
WARNBRO						
95.	Residence, 5 Martell St	5	Martell Street	Warnbro	D	

PLACES RECOMMENDED FOR INCLUSION ON THE SCHEME HERITAGE LIST

The following places are recommended for inclusion on the Scheme Heritage List.

The Scheme Heritage List consists of places compiled under the City's Town Planning Scheme No.2 for which development approval will be required for demolition, alterations or other development affecting the cultural heritage significance of the place.

Heritage Lists must be compiled with regard to the Municipal Heritage Inventory, but do not necessarily include all places in the Municipal Heritage Inventory. The City includes all places on the Municipal Heritage Inventory with a Management Category of "D" or higher on the list, but excludes historic sites (where the structure is gone – Category E) and places outside of the jurisdiction of the City's Town Planning Scheme (such as Garden Island and Penguin Island).

Place No.	Name	Street No.	Street	Locality
CATEGORY A				
1	Baldivis Primary School (fmr)	342	Baldivis Road	Baldivis
4	Limestone Quarry		Chesterfield Road	East Rockingham
5	Chesterfield Inn (fmr)		Chesterfield Road	East Rockingham
6	Chesterfield Dairy (fmr)		Chesterfield Road	East Rockingham
7	Day Cottage (ruin)		Day Road	East Rockingham
9	East Rockingham Heritage Precinct		Mandurah Road	East Rockingham
10	East Rockingham Cemetery	231	Mandurah Road	East Rockingham
11	Hymus House	303	Mandurah Road	East Rockingham
12	Bell Cottage (ruin)	371	Mandurah Road	East Rockingham
22	Peelhurst (ruins)	178	Dampier Drive	Golden Bay
23	Abattoir and Stables		Cnr Dixon Road and Darile Street	Hillman
27	Cape Peron Battery Complex		Point Peron Road	Peron
50	Rockingham Hotel	26-40	Kent Street	Rockingham
51	Roads Board Office (fmr)	41	Kent Street	Rockingham
54	Lake Richmond		Lake Street	Rockingham
CATEGORY B				
14	"Rockingham" Cairn		Rockingham Beach Road	East Rockingham
15	Kwinana Grain Terminal, Granary Museum and Jetty		Rockingham Beach Road	East Rockingham
17	Z-Force Memorial		Dampier Road	Garden Island
25	Alfred Hines Seaside Home (fmr)	1	Hymus Street	Peron
33	Rockingham Beach Primary School	30	Bay View Street	Rockingham
38	Z Force Memorial, Rockingham		Esplanade	Rockingham
39	Iluka	13	Esplanade	Rockingham
40	Carinya Court	153	Esplanade	Rockingham
44	Uniting Church	11	Florence Street	Rockingham
52	Anglican Church (fmr)	63-65	Kent Street	Rockingham
56	Lakeside	65	Parkin Street	Rockingham
60	Sutton Residence (fmr)	30	Rae Road	Rockingham
62	Founder's Memorial		Railway Terrace	Rockingham
66	Bell and Churchill Parks		Rockingham Beach Road	Rockingham
72	Masonic Hall		Wanliss Street	Rockingham
73	Safety Bay Butcher's Shop (fmr)	44	Penguin Road	Safety Bay
76	Sorrento Guest House (fmr)	211	Safety Bay Road	Safety Bay
78	A.J.H. Watts Land Sales Office (fmr)	229	Safety Bay Road	Safety Bay
93	CWA Centre	12	Watts Road	Shoalwater

CATEGORY C

2	Baldivis Reserve	342	Baldivis Road	Baldivis
3	Group Settler's Home	118	Fifty Road	Baldivis
29	Point Peron Recreational Camp		Point Peron Road	Peron
32	Port Kennedy Scientific Park		Port Kennedy Drive	Port Kennedy
34	Rockingham Park Underpasses		Centaurus Street	Rockingham
35	Rockingham Park Kindergarten (fmr)		Centaurus Street	Rockingham
36	Residence, 3 Chalwell St	3	Chalwell Street	Rockingham
42	Rockingham Oval and Memorial		Flinders Lane	Rockingham
45	Rockingham Fire Station (fmr)	4	Hefron Street	Rockingham
49	Rockingham Hotel, Trees and Walls	26	Kent Street	Rockingham
70	Reverend Purdy's House (fmr)	67	Rockingham Beach Road	Rockingham
74	Residence, 72A Penguin Rd	72A	Penguin Road	Safety Bay
75	Residence, 188 Safety Bay Rd	188	Safety Bay Road	Safety Bay
80	Residence, 250 Safety Bay Rd	250	Safety Bay Road	Safety Bay
83	St George's Church	1-3	Thomas Street	Safety Bay
84	Residence, 21 Waimea Rd	21	Waimea Road	Safety Bay
86	Residence, 118 Arcadia Dr	118	Arcadia Drive	Shoalwater
87	Residence, 124 Arcadia Dr	124	Arcadia Drive	Shoalwater
88	Mersey Point	153	Arcadia Drive	Shoalwater

CATEGORY D

24	Paganoni Swamp		Paganoni Road	Karnup
77	Residence, 218 Safety Bay Rd	218	Safety Bay Road	Safety Bay
81	Residence, 274 Safety Bay Rd	274	Safety Bay Road	Safety Bay
89	Aloha and Oahu	166-168	Arcadia Drive	Shoalwater
94	Residence, 623 Safety Bay Rd	623	Safety Bay Road	Waikiki
95	Residence, 5 Martell St	5	Martell Street	Warnbro

1.0 ACKNOWLEDGEMENTS

- Deb Hamblin, Councillor
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- Stephen Carrick, City of Rockingham Heritage Advisor
- Mike Ross, City of Rockingham
- Donna Shaw, City of Rockingham
- Gayle O'Leary, City of Rockingham
- Prue Griffin, Hocking Heritage Studio
- Gemma Smith, Hocking Heritage Studio

2.0 METHODOLOGY AND TERMINOLOGY

The preparation of this Municipal Heritage Inventory was undertaken with reference to the Guidelines prepared by the State Heritage Office of Western Australia in consultation with the City of Rockingham. The key documents all available from the State Heritage Office website² are:

- State Heritage Office, Criteria for the Assessment of Local Heritage Places and Areas, March 2012.
- State Heritage Office, Basic Principles for Local Government Inventories, March 2012.
- State Heritage Office, Local Planning Policies Practice Notes and Examples, March 2012.

For clarity, the term 'place', as defined in *The Burra Charter*³ as:

Place Means site, area, building or other work, group of buildings or other works together with associated contents and surrounds.

In the proposed Heritage Bill 2015 the term **place** is defined as follows;

- (1) In this Act —
place means a defined or readily identifiable area of land.
- (2) For the purposes of subsection (1) —
 - (a) the area of land may be contiguous or may comprise any number of non-contiguous parts;
 - (b) the area of land may be comprised in separate titles and in different ownership; and
 - (c) the area of land includes as much of the land beneath the surface as is required for the purposes of conservation; and
 - (d) it is immaterial that water covers the land at any particular time or at all times.
- (3) Any of the following things at a place can be regarded as forming part of a place —
 - (a) archaeological remains;

² Heritage Council and State Heritage Office website, <http://www.heritage.wa.gov.au/>

³ The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999, <http://australia.icomos.org/publications/charters/> accessed December 2015.

- (b) buildings, structures and other built forms and their surrounds;
- (c) equipment, furniture, fittings or other objects (whether fixed or not) that are historically or physically associated or connected with the place;
- (d) gardens, man-made parks or sites;
- (e) a tree or group of trees (whether planted or naturally occurring) in, or adjacent to, a man-made setting.⁴

From this information values are ascribed using the following criteria.

Aesthetic Value	It is significant in exhibiting particular aesthetic characteristics
Historic Value	It is significant in the evolution or pattern of the history of the local district.
Research Value	It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district. It is significant in demonstrating a high degree of technical innovation or achievement.
Social Value	It is significant through association with a community or cultural group in the local district for social, cultural, educational or spiritual reasons.
Rarity	It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.
Representativeness	It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.
Condition	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
Integrity	The extent to which a building retains its original function, generally graded on a scale of High, Medium or Low.
Authenticity	The extent to which the fabric is in its original state, generally graded on a scale of High, Medium or Low.

In accordance with the State Heritage Office Guidelines, the assessment process consisted of a site visit to photograph the place, and to record the condition of the physical fabric with reference to the surrounding streetscape and environment. The accuracy of the land information and historical information for each place was checked and added to where necessary.

For new nominations a short history of each place was prepared in addition to the physical evidence relating to the place.

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

Changes in management category were applied due to deterioration in condition, reconsideration of the heritage values, or as a result of further information being brought forward.

⁴ Heritage Bill 2015 (Exposure Draft), WA Parliament, 12 August 2015, Parliament of WA, www.parliament.wa.gov.au accessed December 2015.

As a result of this process there have been some additions and removals from the Municipal Heritage Inventory and Scheme List. A brief summary of the outcomes are as follows.

- 105 Places assessed consisting of:
 - 26 New Places nominated from the Heritage Reference Group and State Heritage Office database (inHerit)
 - 79 Places from the existing MHI
- 1 Place removed due to demolition
 - Residence, 505 Safety Bay Road Safety Bay
- 7 new places not included because of no heritage value
 - Date Palm, Civic Boulevard Rockingham
 - Palm Beach Precinct, Rockingham
 - Rockingham Sunday Markets (fmr), Flinders Lane Rockingham
 - Rockingham Fire Station, Dixon Road Rockingham
 - Secret Harbour Police Station, Secret Harbour
 - Rectory, Brixham Way Warnbro
 - Karnup Nature Reserve, Baldivis
- 2 Not Found
 - Freshwater Coral Site – likely to be East Rockingham Quarry site
 - Tuart Tree, Fletcher Road, Anstey Swamp, Karnup

3.0 STUDY AREA

The City of Rockingham is located in Perth's outer southern suburbs, about 40 kilometres south-west of the Perth CBD is located adjacent to Cockburn Sound to the north of Point Peron and Warnbro Sound to the south, comprises residential and commercial areas, with some rural landholdings in the south east.

It contains a large area of environmentally significant lands, comprising coastal, wetland and woodland ecosystems. The Rockingham Regional Park, which was established in 1997, encompasses Cape Peron, Lake Richmond, Lake Cooloongup, Lake Walyungup, Port Kennedy Scientific Park, Lark Hill, Tamworth Hill, Tamworth Hill Swamp, Anstey Swamp and Paganoni Swamp. Some places of cultural heritage significance are located within the regional park and are therefore included in the Heritage Inventory.

The City of Rockingham is bounded by the City of Kwinana in the north, the Serpentine-Jarrahdale Shire in the east, the Shire of Murray and the City of Mandurah in the south, and the Indian Ocean in the west.

Historically, the City of Rockingham was linked to areas outside the current boundary, in particular, Garden Island and the City of Kwinana. Garden Island was within the authority of the Rockingham local government until resumed by the Commonwealth in 1911 for the establishment of a naval base in Cockburn Sound. Heritage places on the island are included in the Heritage Inventory. The Town of Kwinana was formed by the transfer of land to the north of the present City of Rockingham in 1962. The history of Kwinana is included, where relevant, in the Thematic History.

For information regarding heritage places in the City of Kwinana refer to the City of Kwinana's Municipal Heritage Inventory.

The city is divided into fifteen localities.

Baldivis Cooloongup East Rockingham Golden Bay Hillman	Karnup Peron Port Kennedy Rockingham Safety Bay	Secret Harbour Shoalwater Singleton Waikiki Warnbro
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These localities have been used in this review to enable easy reference. It should be noted that not all localities have heritage places within them.

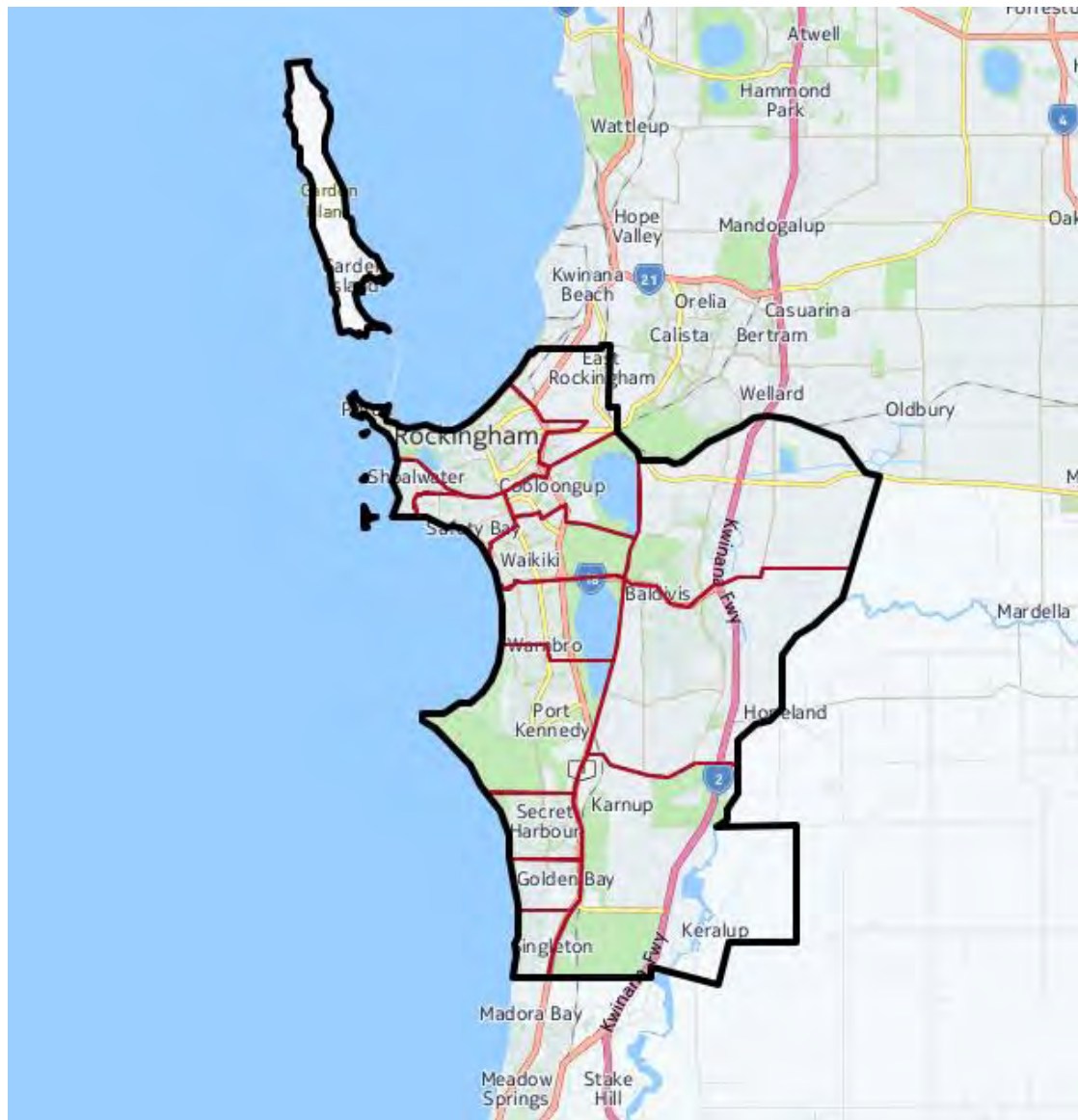


Figure 1 Map showing the Boundary of the City of Rockingham and its localities

Courtesy Profile ID

4.0 MANAGEMENT CATEGORIES

The following categories are those used in the 2018 review and are consistent with the State Heritage Office document *Criteria for Assessment of Local Heritage Places and Areas*.

The management categories assigned in this report are recommendations only.

MANAGEMENT CATEGORY	LEVEL OF SIGNIFICANCE	DESCRIPTION	DESIRED OUTCOME
A	Exceptional Significance	Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places	The place should be retained and conserved. 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)
B	Considerable Significance	Very important to the heritage of the locality. High degree of integrity/authenticity	Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.
C	Some/Moderate Significance	Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.	Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.
D	Little significance	Significant but not essential to the understanding of the district.	Photographically record prior to major development or demolition. Recognise and interpret the site if possible.
E	Historic Site	Historic site. Recognise - for example, with a plaque, place name, or acknowledge in new urban or architectural design.	Recognise and interpret the site if possible.

5.0 THEMATIC HISTORY

5.1 METHODOLOGY

The aim of this thematic history is to provide a context for the review of the City's Municipal Heritage Inventory. This framework is essential to understanding and recognising the cultural heritage significance of places within the City of Rockingham and ensuring the Municipal Heritage Inventory is as representative as possible.

This section therefore looks specifically at the establishment and growth of the City of Rockingham and its suburbs over time; dating from pre-European history up to the present day (2017).

Its purpose is not to provide a detailed social or local history of the area; as these can be found elsewhere. Rather, it is to prepare a broad overview of the evolution of the City 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 City of Rockingham's distinctive character.

The historical material in this section has been compiled primarily from the earlier Municipal Heritage Inventory prepared by the Rockingham and Districts Historical Society in 1995. A complete list of the references used to compile the earlier thematic history has been included in the bibliography. Additional references have been included where appropriate.

The history has been divided into time periods, which correspond to important developments in the district as outlined below. The indigenous history of the City of Rockingham is addressed throughout the history although it is important to acknowledge that indigenous sites are protected under the *Aboriginal Heritage Act 1972*.⁵

- Indigenous Aboriginal Histories (Pre And Post European History Period)
- Early Colonial Period: 1829-1849
- Late Colonial Period: 1850-1885
- The Gold Boom Period: 1886-1914
- The Inter-War Years: 1915-1949
- The Post-War And Modern Period: 1950-2017

⁵ *Aboriginal Heritage Act (1972)*, State Law Publisher, <https://www.slp.wa.gov.au>

5.2 GEOGRAPHY

The City of Rockingham is located in Perth's outer southern suburbs, about 40 kilometres south-west of the Perth CBD. The City of Rockingham is bounded by the City of Kwinana in the north, the Serpentine-Jarrahdale Shire in the east, the Shire of Murray and the City of Mandurah in the south, and the Indian Ocean in the west.

The City of Rockingham is largely topographically flat, has sandy soils and coastal vegetation and two chains of lakes and swamps running parallel to the coast which are part of the Beelihar Wetlands. The Western Chain lies about two kilometres inland from the coast and includes Cooloongup and Walyungup Lakes and the Anstey Swamp in Karnup. The Eastern Chain is about five kilometres further inland and includes Karnup Pool and Folly Pool in Baldvis. Also within the City of Rockingham is part of the Serpentine River as well as Lake Richmond, Lake Amarillo, Beenyup Pool, Paganoni Swamp and the Tamworth Wetlands.⁶

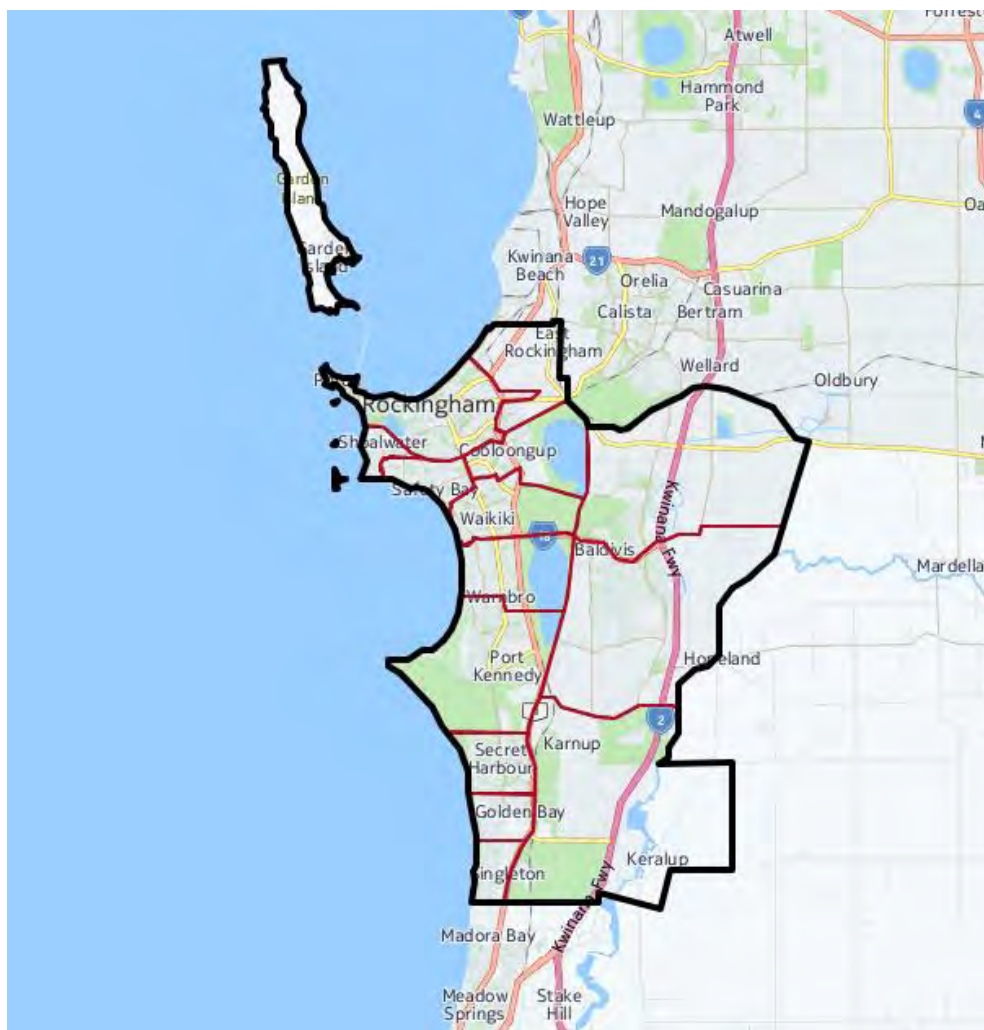


Figure 2 Map showing the Boundary of the City of Rockingham and its localities

Courtesy Profile ID

⁶ David Cough, editor, *Perth Outdoors*, CALM, Perth, 1992, pp. 112-113, 174-175

5.3 ABORIGINAL HISTORIES (PRE AND POST EUROPEAN HISTORY PERIOD)

The histories of Aboriginal people in what is now the local government area of the City of Rockingham cannot be defined as neatly and easily as boundaries and streets. Instead local Aboriginal people's histories relate to social organisation, land relationships, events and experiences in the area.

The aboriginal peoples who occupied the lands in the south west corner of Western Australia are collectively known as the Noongar peoples.⁷ The future City of Rockingham falls across the region of two dialectical groups; the Whadjuk and the Gnaala Karla Booja.⁸

Whadjuk is the name of the dialectal group from the Perth area. The major cities and towns within the Whadjuk region include Perth, Fremantle, Joondalup, Armadale, Toodyay, Wundowie, Bullsbrook and Chidlow.⁹

The Gnaala Karla Booja region encompasses the towns of Capel, Donnybrook, Balingup, Wickiepin, Narrogin, Williams, Mundijong, Kwinana, Brookton, Pingelly, Wagin, Harvey, Collie, Pinjarra, Mandurah and Boddington.¹⁰



Figure 3 Plan showing approximate boundaries of the Whadjuk and Gnaala Karla Booja Dialectical Groups

Courtesy <http://www.noongarculture.org.au/whadjuk/>

Some basic knowledge of Noongar groups occupying the land south of the Swan River can be derived from the investigations of early European settlers, for no historical records made by

⁷ There are many spellings for Noongar, including, Nyoongar, Nyoongah, Nyungah, Nyugah, Yungar and Noongah. This document uses the spelling Noongar as used by the South West Aboriginal Land & Sea Council.

⁸ South West Aboriginal Land & Sea Council, 'Connection to Country', Kaartdijin Noongar – Noogar Knowledge website, accessed March 2017.

⁹ South West Aboriginal Land & Sea Council, 'Whadjuk', Kaartdijin Noongar – Noogar Knowledge website, accessed March 2017.

¹⁰ South West Aboriginal Land & Sea Council, 'Gnaala Karla Booja', Kaartdijin Noongar – Noogar Knowledge website, accessed March 2017.



Courtesy: Green, N., *Broken Spears: Aboriginal and Europeans in the southwest of Australia*, Focus Education Services, 1995, p. 50. (Copyright N. Green.)

According to the account of Lyon, the Swan River Noongars described the coastal region south of Perth in geological divisions. *Booyeembara*, the portion along the coast, consisted principally of limestone rock, and generally supported the Xanthorea, and a few species of eucalyptus such as Tuart (*E. gomphocephala*), Pricklybark (*E. todtiana*) and Flooded Gum (*E. rudis*). Running parallel to, and behind this division was Gandoo, a sandy terrain rich in Jarrah (*E. marginata*) and Marri (*E. calophylla*). Warget, the division behind and parallel to Gandoo, stretched along the foothills of the Darling Range. The soil here was comprised of clay, red loam and alluvial plains, with vegetation of Marri (*E. calophylla*), Flooded Gum (*E. rudis*) and Wandoo (*E. wandoo*).¹²

¹² Robert Menli Lyon, 'A Glance at the Manners and Language of the Aboriginal Inhabitants of Western Australia; with a short vocabulary', in Neville Green, editor, *NOONGAR- The People: Aboriginal customs in the southwest of Australia*, Perth, 1979, p. 176.

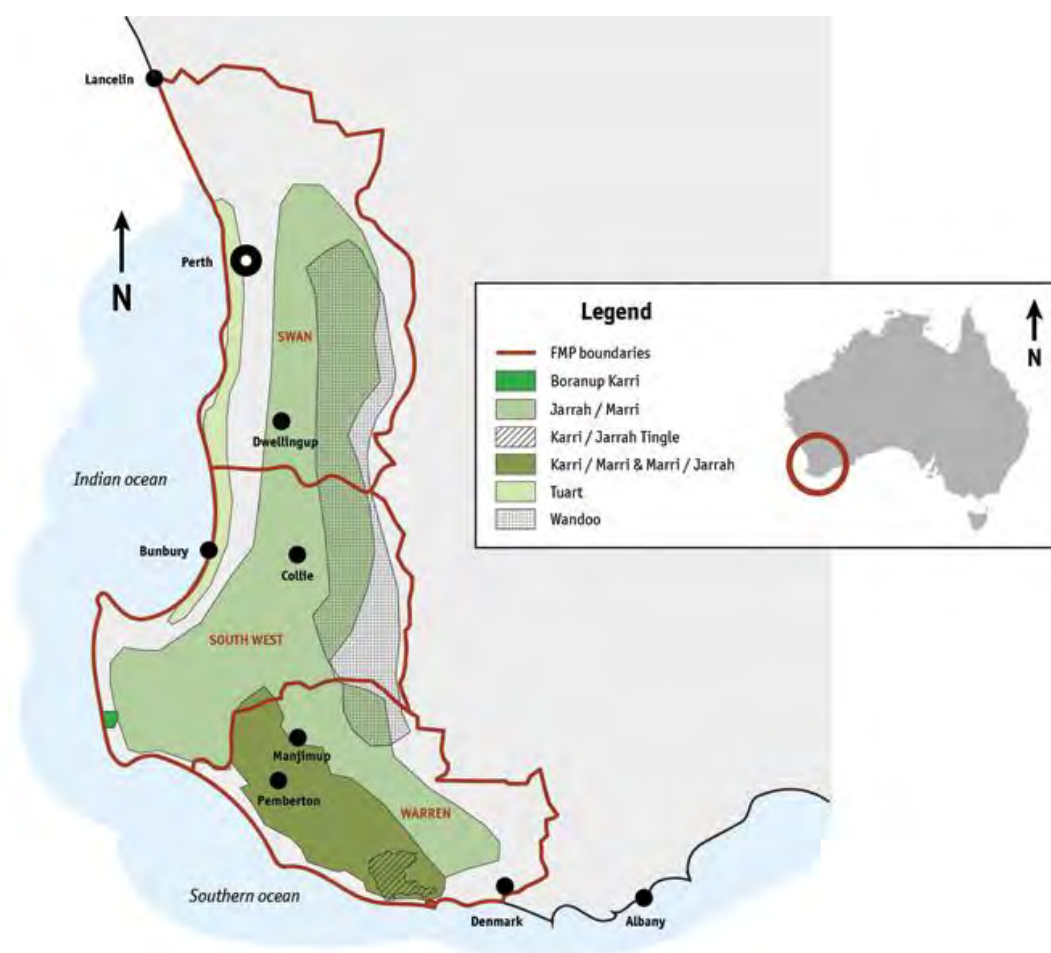


Figure 5 Map showing distribution of tree species reflecting the indigenous division of the land by plant and soil type

Courtesy Forest Products Commission

As was common with all Noongar peoples, those in the future City of Rockingham travelled 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. Bandicoots, kangaroos and possums were also found in the fringing woodlands. Along the coast, seals and penguins were trapped among the rocks, while an occasional beached whale would precipitate days of plenty.¹³

The lakes and wetlands of the City of Rockingham are likely to have had particular ethnographic significance for Aboriginal people as sources of abundant food throughout the year, as well as places of ceremony and trade. Lakes Coo loongup ('place of children') and Walyungup ('place where Noongars talk') are also places of Dreaming significance, as places where the Sea Waugal laid her eggs.¹⁴

Sites associated with aboriginal occupation within the City of Rockingham can be assumed to be numerous although not all are recorded. The Department of Planning, Lands and Heritage (formerly the Department of Planning, Department of Lands, State Heritage Office, and

¹³ Cough, *Perth Outdoors*, p. 112; Green, *Broken Spears*, p. 14.

¹⁴ Department of Conservation and Land Management, 'Rockingham Lakes Regional Park, Draft Management Plan, 2003-2013', 2003, p. 40.

Department of Aboriginal Affairs) maintains a register of such 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 place or objects which have been recorded but not assessed. In 2017, the database included 9 Registered sites in the City of Rockingham and 36 Other Heritage Sites.¹⁵ [See Appendix A]

Within only a few years of the Swan River Colony being established, the life of the Noongar people was irrevocably and harmfully impacted. Numerous deaths occurred as a result of conflict, lack of access to traditional food sources and the devastating effect of diseases to which they had no natural immunity. Relationships with the land were all but destroyed through expansion of European settlement.¹⁶

The basis of Noongar traditions was also undermined as Aborigines were drawn into the political economy of settler society. As early as 1833, Aboriginal labour was employed in the fishing industry at Mandurah. Towards the end of the second decade of settlement, the Noongar were also employed in a variety of other occupations. They found work in whaling operations on the beach as well as boats' crew, as domestic servants, farm labourers, guides to surveyors and explorers, constables and trackers, and as mailmen. By 1848, estimates put the number of Aborigines employed by the colonists at 540.¹⁷

Relationships between the settlers and indigenous lead to changes in the population, by 1900, there was a gradual increase in the part-Aboriginal population of the south-west of Western Australia.

At the end of 1903, the Chief Protector of Aborigines, Henry Prinsep decided to make Welshpool Reserve a ration depot. The reserve had been developed in 1899 as a small scale agricultural settlement for local Noongars. Prinsep insisted all Noongar people in the metropolitan area should be moved to the reserve, along with a European caretaker. Despite protests from the residents, Noongars from Guildford, Perth, Helena Valley, Gingin, Northam, York, Beverley, Busselton and Pinjarra were moved there. The area is marked on early maps as "Maamba" and was visited by Daisy Bates in 1905, and referred to it as "a refuge for the old and destitute natives of this part of the state". By 1912 when she revisited the camp most of its inhabitants had either died or deserted.

As a result of the Depression in the 1920s and 1930s, fringe camps increased with Aboriginal people returning to Perth in order to try and find work to support their families. The high visibility of these camps led to their surveillance by government officials and, in 1937, the Department of Native Affairs carried out an inspection of these places. As a consequence, people were removed back to Moore River and to regional areas.

The Noongar who remained on the fringes of settlements are believed to have been able to do so by building relationships with European settlers. They often worked for these families as servants

¹⁵ Department of Aboriginal Affairs, Aboriginal Heritage Inquiry System, Accessed March 2017.

¹⁶ Green, *Broken Spears*, pp. 186-188.

¹⁷ Green, *Broken Spears*, p. 143.

and manual labourers whilst being 'permitted' to live on what remained of earlier camping places and food sources at the edges of rivers and swamps.

By the late 20th century, the Aboriginal population of the south-west had recovered so that (in 1984) they were again one of the largest identifiable Aboriginal populations in Australia, with an estimated 12,000 men, women and children claiming Noongar descent.¹⁸

It is apparent that contemporary Noongar people consider the City of Rockingham as Noongar land. Despite radical changes to the landscape, Noongar connections are kept alive by an oral tradition.

In the late 20th century and early 21st century the City of Rockingham have undertaken significant steps to recognise the Noongar community of the past and the present in order to build a future where all community members feel welcomed and acknowledged. The 2014-2017 Reconciliation Action Plan expresses how the City of Rockingham will work to grow understanding and respect for Noongar traditions and culture.

A guide to Aboriginal Histories (Pre & Post European History Period):	
Historic themes	Aboriginal people; Aboriginal occupation; Nyungar stories and knowledge; government policies
Major influences	Pre-history; European colonisation, settlement & suburbanisation; government policies; changing landscapes, dispossession & removal; assimilation & institutionalisation
Development characteristics	Waterway systems (lakes, swamps & freshwater springs); tracks; bush huts & camps; fringe camps
Significant & representative places	DAA Site ID 3471, Rotary Park, Rockingham
	DAA Site ID 3519, Golden Bay Camp
	DAA Site ID 3568, Wally's Camp
	DAA Site ID 3582, Serpentine River
	DAA Site ID 4323, Gas Pipeline 82
	DAA Site ID 15974, Lake Richmond, Rockingham
	DAA Site ID 22888, Mooribirdup Ceremonial Grounds
	DAA Site ID 31265, Sister Kate's Children's Home Summer Camp
	DAA Site ID 31742, RIZ 12-01
	SHO Place 18483, Lake Richmond, Rockingham, State Registered Place

¹⁸ Green, Broken Spears, pp. 188-189.

5.4 EARLY COLONIAL PERIOD: 1829-1850

French Explorers- Foundation of the Swan River Colony- Thomas Peel- Settlement of Cockburn District- East Rockingham Settlers- Survey of Rockingham Townsite

The European history of the Cockburn-Rockingham area commenced with early visits by European explorers. In 1803, the French scientific expedition led by Baudin named a number of coastal features in the area including Cape (Point) Peron, Ile Bauche (Garden Island) and Berthollet (Carnac Island).

When Captain James Stirling undertook a reconnaissance visit to the Swan River area in March 1827, he first set foot on *Ile Bauche*, and was so positively impressed with the island's apparent fertility that he renamed it Garden Island. Two years later, the ships carrying settlers and soldiers for the establishment of the Swan River Colony anchored in Cockburn Sound, sheltering in the lee of Garden Island. Captain Charles Fremantle arrived first on the island in April 1829 and proceeded to ready the place for the arrival of the settlers on the other ships soon after.¹⁹

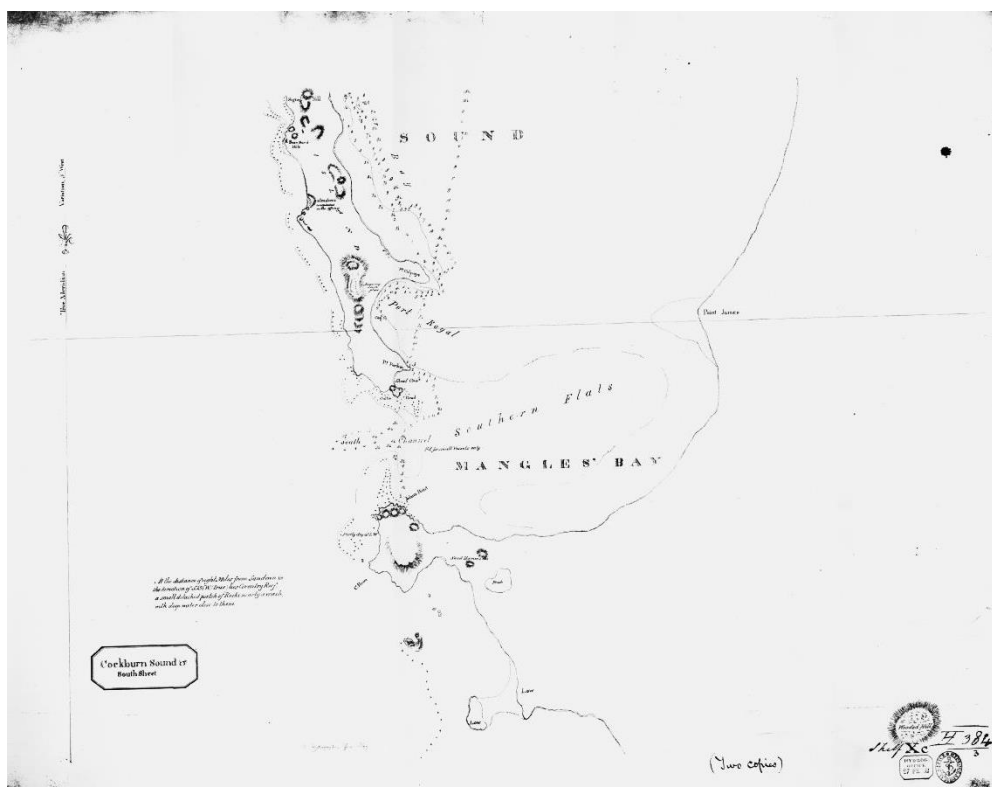


Figure 6 Survey of Garden Island and Mangles Bay, c1832

Courtesy SROWA, item 310, Cons 3844, Series 234.

A well was dug on Garden Island, ground cleared and soil prepared for gardens; in addition, huts, stores, stockyards and roads were constructed. This small settlement at a site named Sulphur Bay, grew to accommodate over 400 people, including the ship's crew. Within two months, however, surveys of proposed land grants in the Swan River region had been completed, beginning the movement of free settlers to the mainland. The Sulphur Town settlement came to an end in 1834

¹⁹ Ronald Richards, *Murray and Mandurah: A Sequel History of the Old Murray District of Western Australia*, Shire of Murray and the City of Mandurah, 1993, pp. 1-4.

when crew from the 'Lonach' accidentally burnt down the village, including the residence of the Lt. Governor, after they came ashore at nearby Cliff Head.²⁰



Figure 7 Sketch of Stirling's Camp at Sulphur Bay, 1830.

Courtesy Amalfi Publishing. cites original from Battye Library.



Figure 8 Engraving of Careening Bay depicting HMAS Sulphur and tents. c.1900

Courtesy SLWA online image 003475d

²⁰ Register of the National Estate, Cliff Head Historic Site, Place ID: 10657.

The Cockburn-Rockingham district was first settled by Thomas Peel and the four hundred indentured workers he brought with him on the *Gilmore* in 14 December 1829 and on three other ships, the *Industry* (21 January), the *Hooghly* 13 February, and the *Rockingham* (13 May), in 1830. A town site, Clarence, on the western side of Lake Coogee, was chosen as a place to accommodate temporarily the settlers who had arrived under the aegis of Peel.²¹ Despite the colonial government's plan for the surveyed lots at Clarence to be eventually taken up by private settlers, the place was deserted by 1832, following the death of some 30 people in the harsh conditions of the site, and the wrecking of four ships in Cockburn Sound during the winter of 1830.²²

Peel's settlers stayed in groups based on the ships that they arrived in, and referred to themselves as 'Gilmore Town', 'Hooghly Town' and 'Rockingham Town'. In 1830, a group of twelve families from the *Rockingham* travelled to the future Rockingham area at the direction of Peel. By August of that year, the group addressed a petition from 'Rockingham Town' to Lt-Governor Stirling, complaining of their neglect at the hands of Peel. The sites of the families' camps in the area are not known.²³

Thomas Peel had anticipated receiving a land grant of 250,000 acres immediately south of the Swan River, but because of his late arrival in the Colony, he forfeited his claim. Instead, he selected a new grant of a similar size. The northern boundary of this grant extended east from Point Peron to just below Thomson's Lake, eastward almost to the Darling Escarpment, and south to the Murray River. In time, Peel's vast estate was gradually broken up, until an area of 43,220 hectares at the northern end of the grant was all that remained.²⁴

²¹ Nora Taggart, *Rockingham Looks Back: A History of the Rockingham District 1829-1982*, Rockingham District Historical Society, 1984, pp. 24-27.

²² Richards, *Murray and Mandurah*, pp. 1-4.

²³ Taggart, *Rockingham Looks Back*, pp. 32-33, 36.

²⁴ Richards, *Murray and Mandurah*, pp. 1-4.



Figure 9 Map showing extent of Thomas Peel's Original Grant, Location 16.

Courtesy SROWA, item 263, series 234 cons3844

The shape and extent of the northern portion of Peel's land grant was to be an important factor in determining the location and layout of a later settlement at East Rockingham. Peel's grant ran from Point Peron east to the Baldvis Hills, then north to a point just south of Thompson's Lake. So it was that the eastern and southern boundaries of East Rockingham abutted Peel's estate. Eventually, a road between Fremantle and Mandurah was built, that passed by the side of Lake Coo loongup, forming an axis, along which the East Rockingham settlement was to develop.²⁵

In the mid-1830s, Peel became interested in Safety Bay as a potential harbour to establish a base for whaling operations as well as a point from which inland stands of jarrah could be exported. After initial approval by Governor Stirling and Surveyor-General J.S. Roe for the founding of

²⁵ See, map p. 14, in Palassis Architects, Woodbine Conservation Plan, 1999. Battye Library 15/20/13

'Liverpool'- as Peel's port-town was to be known- in 1842 a town site was marked out and planned by Surveyor, Thomas Watson. Peel's venture did not go ahead at this time.²⁶

In 1846, Roe undertook a more detailed investigation of the potential of Safety Bay as the site for a port. The Bay, however, had silted up to such an extent that it was no longer suitable for shipping. There was though, 'just around the corner', a suitable site on the beach-front at Mangles Bay.²⁷

In his report to the Governor on 13 July 1846 Roe extolled the virtues of the Rockingham site:

... the depth of the water is 5 and 6 fathoms at 100 yards from the sandy beach, and 10 to 11 fathoms at a cable's length further out, on a bottom of the best possible holding ground consisting of soft clay. The great value of this deep water frontage in an extent of a mile or so of excellent anchorage, well sheltered from any wind that can blow, suggested the propriety many years ago of including it in a reserve for a townsite, and it was accordingly arranged to form one of the boundaries of a reserve of 1000 acres for a townsite to be called 'Rockingham', which there has not yet appeared any necessity for opening to the occupation of the public.²⁸

After further surveys were carried out by Assistant Surveyor, Alfred Hillman, in April 1847, the Rockingham town site was open for selection in June 1847.²⁹ The future town was mapped out along the waterfront with five acre lots for lease for timber yards and similar purposes, and, behind these, building lots of one acre for purchase.³⁰ The first land selected were Lots 81 and 82 by Thomas Jecks (14 July 1847), Lot 47 by Ellen Woodward (11 August 1847), and Lot 78 by Eliza Jones (12 December 1849). There were no further selections made until 1873.³¹

²⁶ Battye Library, Research Note 3.

²⁷ Taggart, Rockingham Looks Back, pp. 36-38.

²⁸ Cited in Richard Draper, Rockingham- The Vision Unfolds: The History of the Rockingham District to 1997, City of Rockingham, 1997, pp. 35-36.

²⁹ Government Gazette, 3 June 1847.

³⁰ V.G. Fall, *The Sea and the Forrest: A History of the Port of Rockingham*, Western Australia, UWA Press, Perth, 1972, p. 15.

³¹ Battye Library, Research Note 3.



Figure 10 Plan of Rockingham Townsite, 1873

Courtesy SROWA, item 372 Rockingham Townsite Cons 3868

A guide to the Early Colonial Period 1829-1850:

Historic themes	Land Allocation and subdivision; Racial contact and interaction; Exploration and surveying; Early settlers; River and sea transport
Major influences	Government allocation of land grants; Failure of the Peel settlement, Poor quality of the soil for farming and lack of knowledge about the conditions. Economic decline in the colony.
Development characteristics	Scattered and isolated settlements, Simple timber housing or local limestone construction with the characteristic 'Vuggy' limestone. Subsistence farming until some trade in timber.
Significant representative places	& Peelhurst (ruins), Golden Bay
	Cliff Point Historic Site, Garden Island
	Rockingham Cairn, Rockingham
	Rockingham jetties

5.5 LATE COLONIAL PERIOD: 1850-1885

Convicts Arrive- Early Rockingham District Setters- Development of Rockingham as a Timber Port- Rockingham Arms Hotel- Serpentine Farm- Selection of Land in Rockingham Townsite- the Escape of the Fenians- Port Hotel- Decline of the Port of Rockingham

From 1849, the Colony, chronically short of capital and labour, petitioned the Imperial Government for the establishment of a penal colony at the Swan River Settlement. The first convicts arrived the following year. In 1853, a convict outstation was established at the Clarence town site, and the 30 convicts there worked on levelling and upgrading the road between Rockingham and Fremantle.³² Between 1855 and 1859, a number of small 10-40 acre grants were taken up west of Lake Coogee, but the areas between and south of Lake Coogee and Thomsons Lake remained as large pastoral leases.³³

It was early in the 1850s that the first settlers established properties at East Rockingham, on the land behind the planned town site on Mangles Bay. This area was developed by small-scale farmers, who were able to afford only the smaller parcels of land left once large grants had been selected by wealthier individuals. The belt of fertile swamp and woodland, situated between the Point Peron-Safety Bay limestone ridge to the west and the Baldivis sand hills to the east, was not extensive enough to attract the interest of large-scale landowners, but could support a number of small holdings.³⁴

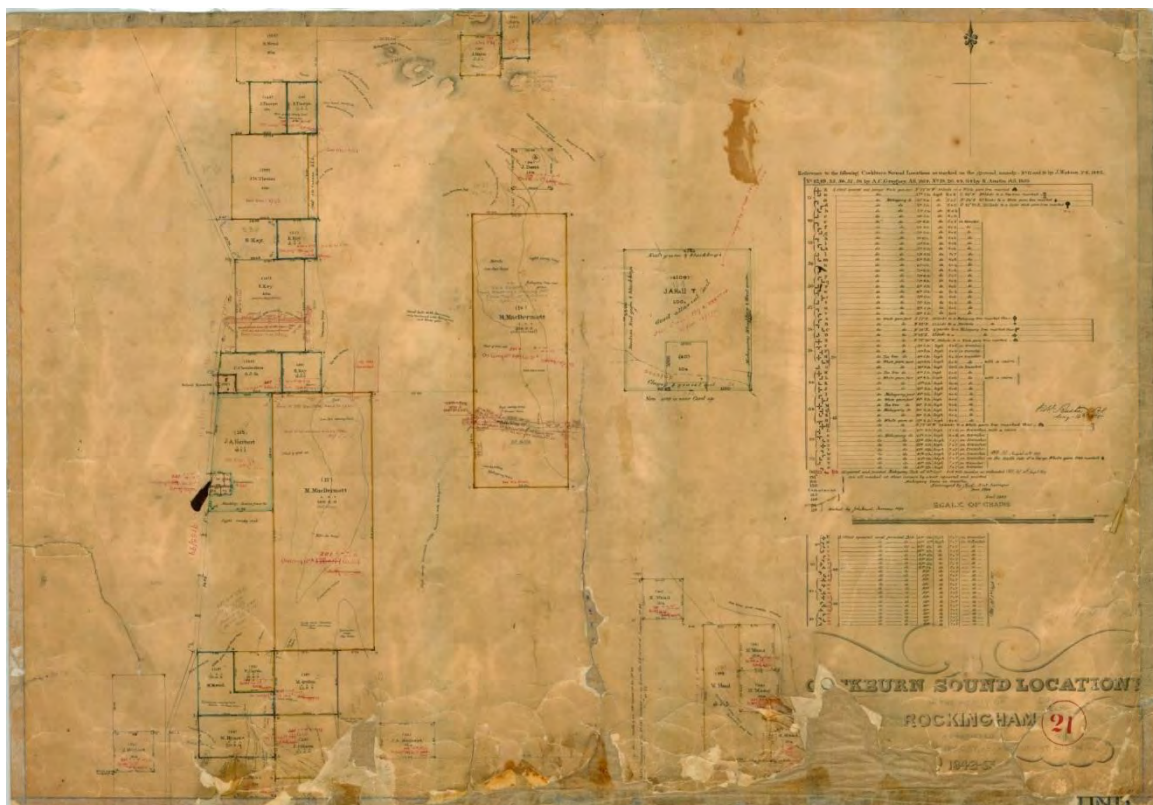


Figure 11 Plan showing land allocation in East Rockingham, c1842-53

Courtesy SROWA, item Cockburn Sound 021 Cons 3869.

³² Michael Berson, *Cockburn: The Making of a Community*, Cockburn, 1978, pp. 10-15.

33 Michael Berson, Cockburn: The Making of a Community, Cockburn, 1978, pp. 10-15.

³⁴ palassis Architects, 'Leaholm', East Rockingham: Assessment of Significance, 1998, p. 7.

Among the first families to settle in the East Rockingham area were; Bell, Herbert, Hymus, Key, Mead, Smirk, Thomas and Thorpe. While the Key, Hymus, Herbert and Thorpe families were able to build permanent homes with stone quarried locally,³⁵ other settlers lived in wattle and daub structures that were replaced over the first few decades.

The small settlement in East Rockingham gradually developed and in 1853, William Hymus was granted a publican's licence to operate a 'house of entertainment' on the road between Fremantle and Bunbury.³⁶ Later, in 1857, this 'licence' was transferred to James Herbert who established the Rockingham Arms, later the Chesterfield Inn in East Rockingham.³⁷

By the 1860s, the area had become sufficiently well-established for a two room school to be built (1865), on the corner of Mandurah and Wellard Roads, for the district's growing number of children. Prior to this children had been taught in improvised classrooms, including a room in the Hymus family Home.³⁸



Figure 12 East Rockingham School, built 1865.

Courtesy Rockingham and Districts Historical Society.

In 1869, with the opening of the Suez Canal, the sea voyage to Australia from Britain was dramatically reduced, with a subsequent increase in shipping to the Swan River Colony. The town of Rockingham on the beachfront at Mangles Bay had experienced only minimal development until the 1870s. Sometime before 1869, a small jetty, about thirty feet long had been constructed

³⁵ Technically, the stone was a vuggy lacustrine limestone that was soft enough to allow shaping when first dug, but then hardened on exposure to air. It was also known as swampstone, coral stone and lacustrine marl. Palassis, 'Leaholm'. p. 7.

³⁶ The Independent Journal, 4 November 1853, p. 2.

³⁷ Ronald Richards, *The Murray District of Western Australia: A History*, Shire of Murray, 1978, pp. 293-294.

³⁸ Taggart, *Rockingham Looks Back*, pp. 54-55.

out into the waters of Cockburn Sound. However, by 1872, a new and longer deep sea jetty had been built at Rockingham to ship the sawn timber sent down from the Hills- drawn from a leased quarter of a million acres of jarrah forest- on a wooden-railed tramway. However, this system of transport proved inefficient, and after an injection of fresh capital and reorganisation in 1874, the timber rails were replaced with iron rails imported from England in 1878.³⁹

The export of timber from Rockingham brought some measure of economic growth to the area. At times when a ship was loading there, the East Rockingham settlers found a ready and profitable market for their vegetables, fruit and meat. The Rockingham Arms Hotel also attracted people to the area. In addition to providing for travellers on the Fremantle-Mandurah-Bunbury Road, the place was convenient for the hunters, fishers and shooters who came for a weekend's 'sport'. The Hotel had also become popular as a place for newly-weds to spend their honeymoon.⁴⁰

The East Rockingham settlers also found paid employment on the Serpentine Farm, east of Lake Walyunup, where the Vasse Road crossed the Serpentine River. This land was within the Peel Estate and, from 1840, had been worked by members of the Armstrong family under the direction of Peel. From 1843, Thomas Peel Junior developed the 5,000 acres granted to him and from 1859, the property was owned by John Wellard.⁴¹



Figure 13 Peelhurst ruins, 1929

Courtesy Mandurah Community Museum

In 1873, John Forrest re-surveyed the Rockingham town site boundaries, and, later in the same year, land was purchased for the first time since 1847. Lots 7 and 8 were taken up by Thomas Connor, Lot 15 by Tudor Hora, Lot 25 by Edward Compton, Lot 26 by Walter Stevens, and Lot 27 by James Fleming.⁴²

In 1876, there occurred an event of international significance in Rockingham; the escape of the Fenian prisoners. The Fenian Movement, founded in 1858, was the American counterpart of the

³⁹ Taggart, *Rockingham Looks Back*, pp. 65, 67-69.

⁴⁰ Taggart, *Rockingham Looks Back*, pp. 76-77.

⁴¹ Taggart, *Rockingham Looks Back*, pp. 44-45.

⁴² Battye Library Research Note 3.

Irish Republican Brotherhood which had the objective of establishing an independent Irish Republic.

In 1867, there was an uprising by the Irish against England and hundreds of the Irish Republican Brotherhood were arrested. Those serving in the British Army were found guilty of treason and sentenced to death. The British Government, however, commuted many of these sentences to long terms of penal servitude. In 1867, the last convict transport to be sent to Western Australia, the *Hougoumont*, transported 62 of the Irish rebels to Fremantle. In 1869, with the help of an Irish priest, one of them, John Boyle O'Reilly, escaped from a road gang working near Bunbury. O'Reilly then fled to the United States, where he established himself in Boston as a well-known humanitarian, writer, poet and orator.⁴³

By 1871, all convicted Fenians had been pardoned, except for those who had served in the British military. Of these, eight were in Fremantle Prison. In the United States, O'Reilly planned to free the Fremantle Fenian prisoners, using an American whaler, the *Catalpa*. After the *Catalpa* arrived in Western Australia in March 1876, six of the eight imprisoned Fenians absconded from their prison duties and made their way from Fremantle to Rockingham Beach in two horse-drawn carts. A whaleboat was waiting there to take them to the *Catalpa*. At Rockingham, the Fenian escapees were sighted by James Bell, who rode at speed to Fremantle, to alert the authorities to the prisoners' whereabouts. Although the escapees were subsequently pursued, they made it to the *Catalpa*, and subsequently America.⁴⁴



Figure 14 Engraving of *Catalpa* with escapees and chase boats, 1876.

Courtesy Map of Time Website, article *Over the Sea and Far Away: The *Catalpa* and Fenians*, Posted September 13 2012. <https://jgburdette.wordpress.com/2012/09/13/over-the-sea-and-far-away-the-catalpa-and-fenians/>

The construction of a jetty at Rockingham allowed the shipment of sandalwood, as well as jarrah. In 1875, for example, of the eighteen vessels that called at Rockingham, nine loaded sandalwood, five loaded jarrah railway sleepers for South Australia, and four other vessels put into Careening Bay (on the south east corner of Garden Island) for repairs. Over the next few years

⁴³ Russell, Kwinana, pp. 43-44.

⁴⁴ Peter F. Stevens, *The Voyage of the *Catalpa*: A Perilous Journey and Six Irish Rebels' Escape to Freedom*, Carroll and Graf, New York, 2002, p. 318; Russell, Kwinana, pp. 43-44.

trade increased further, with a valuable export market in railway sleepers for India opening up. Between 1878 and 1883, at least half of the timber exported from Western Australia was shipped from Rockingham. During this time, ships also started to take on coal near Rockingham, with a coaling hulk established in Careening Bay, which was much safer for loading than Fremantle, with coal imported from Newcastle (N.S.W.).⁴⁵

From 1883 to 1887, the number of vessels entering Mangles Bay dropped markedly, with demand for timber falling world-wide due to depressed economic conditions. It was during this period, however, that an important early building was constructed in Rockingham, the Port Hotel, built in 1886 for James Bell Junior.⁴⁶ By 1888, timber trade was starting to rise again, with new exports to England, France, America, Mauritius, New Zealand, India, Batavia, Singapore, Guam, Cape Town, Hong Kong and other Australian colonies. The Western Australian economy also began to grow, with an increased demand for timber for building following the influx of population after gold was discovered in Halls Creek in 1885 and in Yilgarn in 1888.⁴⁷



Figure 15 Bell Family and Homestead, 1895-1905.

Courtesy Rockingham and Districts Historical Society.

⁴⁵ Taggart, *Rockingham Looks Back*, pp. 70-71.

⁴⁶ Taggart, *Rockingham Looks Back*, p. 97.

⁴⁷ Taggart, *Rockingham Looks Back*, pp. 72-73.

A guide to the Late Colonial Period 1850-1885:	
Historic themes	Demographic Settlement and Mobility: Land allocation and subdivision, Depression and boom Early Settlers
Major influences	Convict labour available for public projects and private properties. Development of the timber industry and establishment of the town of Rockingham and population growth.
Development characteristics	Simple timber housing predominantly, use of the local 'vuggy' limestone in private residences and public buildings.
Significant representative places	& Bell Cottage (ruin) (1868)
	Chesterfield Inn (fmr) (c1857)
	Day Cottage (1882-85)
	East Rockingham Cemetery (1842)
	Old Rockingham School Site (1865)
	Key Cottage (c.1854)
	Limestone Quarry (c.1850)
	Rockingham Hotel (1886)

5.6 THE GOLD BOOM PERIOD: 1886-1914

Discovery of Gold; Development of Fremantle Port Facilities; Development of the Town of Rockingham; Port Operations End at Rockingham; Development of Garden Island as a holiday resort.

By the early 1890s, the economy of Western Australia was booming, with the discovery of the Coolgardie and Kalgoorlie goldfields. However in Rockingham, the improved government infrastructure constructed in other areas had negative consequences. The opening of a railway line from Bunbury to Perth and hence, to Fremantle in 1893, had a significant impact on the timber exports from Rockingham. It became easier and cheaper to supply the metropolitan market for timber by rail to Perth or Fremantle rather than railing it to Rockingham and then lightering it to Perth or Fremantle.

For the loading of export timber, however, Rockingham was still a superior port to Fremantle. But this aspect of the Rockingham Port was also under threat when timber began to be exported from Bunbury, especially stands of timber which were previously too far from an economic means of transport. With the completion of deep-water harbour facilities at Fremantle in 1897 the future viability of Rockingham as a port was in question.⁴⁸ Despite these signs of an uncertain future for the port, the third (and the longest) jetty was constructed in Rockingham in 1898.



Figure 16 Loading timber at Rockingham Jetty, c1890.

Courtesy Rockingham and Districts Historical Society.

Notwithstanding the tentative future of the port, the town Rockingham slowly expanded. In 1896, the first police station was built, in Kent Street, and the Rockingham Beach School was established on the corner of Kent Street and Patterson Road. In 1897, the Rockingham Roads Board District

⁴⁸ Taggart, *Rockingham Looks Back*, pp. 73-75.

was established, with the first meetings of the Board held on 21 May 1897. Meetings of the Board were held in the Agricultural Hall after its opening in May 1898. In 1905, a Roads Board Office was built in Office Road.⁴⁹



Figure 17 Original Roads Board Office, 1974.

Courtesy Rockingham and Districts Historical Society.

In the first decade of the twentieth century events conspired to end Rockingham's status as a timber exporting port. Firstly, price competition between timber companies made the existing timber industry structure untenable. It was decided to form a combine that merged the interests of the separate companies, which was achieved in August of 1902, with the new entity trading under the name of Millars' Jarrah and Karri Co. Ltd. Although the Jarrahdale Jarrah Forests and Railways Ltd had wanted to retain Rockingham as a port, the other seven companies in the proposed combine were opposed to this idea, with the majority view prevailing after the 1902 merger. Secondly, with the opening of the Inner Harbour of the Port of Fremantle in 1898, in 1903 the Fremantle authorities refused to maintain the dredging necessary to keep the Parmelia Passage navigable and, so, maintain the viability of the Rockingham port.⁵⁰ By 1908, the last of the timber stacked near the wharves at Rockingham had been removed.⁵¹

⁴⁹ Government Gazette, 5 February 1897; Taggart, *Rockingham Looks Back*, pp. 97-99.

⁵⁰ Taggart, *Rockingham Looks Back*, pp. 100-101.

⁵¹ Taggart, *Rockingham Looks Back*, pp. 105-106.

With the port operations at an end, the town of Rockingham experienced serious decline. Police officers were no longer permanently based at the station; the school was closed down; the bakery closed. With difficulty, James Bell continued to operate his butcher shop and store, and the Hymus family, the Port Hotel. With the outbreak of war in 1914, the limited population of the Rockingham district was depleted further as able-bodied men enlisted for military service.⁵²

There were also attempts in the early 1900s to populate the Rockingham district, with a residential community promoted by Peet and Co. on the southern portion of Garden Island from 1897. Promotional material described the area as the 'The Popular Health Resort of Western Australia' with 'Lovely views of Fremantle, Gage Roads, Rockingham:

This Beautiful Island, with its sheltered bays, wide expansive beaches, pine-clad shores and bracing breezes is the Bathers' Paradise, the Anglers' Delight, the Watchmen's Rendezvous and the Business Men's Doctor'.⁵³

While several blocks on Garden Island were sold, the development came to a halt when the Federal Government resumed the Island in World War One with the intention of establishing a naval base. Although a base was established at Woodman Point on the mainland, progress was slow and the project was eventually abandoned.

A guide to the Gold Boom 1885-1914:	
Historic themes	Depression and Boom; Hospitality industry and tourism; River and sea transport
Major influences	Gold discoveries lead to significant population growth in WA and increase in spending on government projects.
Development characteristics	Larger more substantial buildings of stone and brick. Investment by the government in public buildings and infrastructure Increased take up of land for farming and therefore increased population
Significant & representative places	Hymus House and Outbuildings (1895-1905)
	Road Board Office (site)
	Rockingham Jetty

⁵² Taggart, Rockingham Looks Back, pp. 106-110.

⁵³ Richard Draper, Dale Kerferd and Mary Davies, Rockingham: from Port 1872 to City 1988, Rockingham District Historical Society, 1988, p. 38.

5.7 THE INTER-WAR YEARS: 1915-1949

Impact of War- Group Settlement Scheme; Impact of Motor Transport on the Development of Rockingham; Depression; Residential Development of Safety Bay; Second World War; Building of Community Infrastructure

With many men absent from the Rockingham district during the period of the War, women, boys, girls and older men made up the labour shortfall. In East Rockingham, during the early part of the War, troops of the 10th Light Horse trained with their horses, stabling at the former Chesterfield Inn. Their camp was on government land between Point Peron and Lake Richmond. The Inn addition, the military presence provided a market for the local farmers' fodder crops and extra custom for the Rockingham Hotel. In 1915, it had been suggested that a Quarantine Station be established at Careening Bay on Garden Island but the site was used instead to intern the citizens of 'enemy nations'.⁵⁴

With the end of the War, there was a need for productive employment for returned servicemen and others in Western Australia. With widespread unemployment in the British Isles at this time, there was also a program set up there to encourage such people to emigrate to Australia, New Zealand and Canada. These two strands were combined in the Mitchell Government's Group Settlement Scheme. This programme involved settling families on smallholdings in previously unfarmed portions of the south west of the State, with the aim of developing a dairy industry in Western Australia.⁵⁵

More than 3,000 blocks of uncleared land, averaging 45 hectares, were surveyed for Group Settlements in the areas of Denmark, Northcliffe, Pemberton, Manjimup, Hester, Capel-Augusta and the Peel Estate. Surveyors were instructed to vary the size of the blocks depending on the apparent soil fertility. Where the soil was sandy, as on the Peel Estate, each block included an area of wetland where possible.⁵⁶

Group Foremen organised the development of the twenty blocks that made up a 'Group'. Twenty settler families were sent to each group where they lived in a camp of army surplus tents. After a combined effort, each block was cleared and fenced, and then each family was allotted their block by ballot. As each family developed their land to a certain stage, they received stock and housing, a dairy and equipment. All of the resources provided by the government was to be paid off by the settler on a regular basis. Large numbers of unemployed men were also put to work on constructing connecting roads and on drainage works for the Scheme. Other men were engaged at this time to beautify the town of Rockingham the sand dunes bordering the beach were levelled and planted with shrubs, trees and grass.⁵⁷

In March 1921, the Group Settlement Scheme commenced operation at Manjimup. On the Peel Estate, 61,000 acres were purchased at a cost of eight shillings to one pound an acre. Later purchases increased the settlement area to 86,290 acres at a total cost of £53,372. The State Government provide one third of capital expenditure with the balance shared by the

⁵⁴ Richard Draper, Dale Kerferd and Mary Davies, Rockingham: from Port 1872 to City 1988, Rockingham District Historical Society, 1988, pp. 10-11.

⁵⁵ Neil J. Coy, *The Serpentine: A History of the Shire of Serpentine-Jarrahdale*, Shire of Serpentine-Jarrahdale, Mundijong, 1984, pp. 196-197.

⁵⁶ Coy, *The Serpentine*, p. 197.

⁵⁷ Coy, *The Serpentine*, pp. 197-198; Taggart, *Rockingham Looks Back*, p. 195.

Commonwealth and British governments. Between 1922-1930, almost 500 families came to the Rockingham district, but settler inexperience and unsuitability for rural life, poor government planning, unsound land clearing practices, and inadequate and poor quality livestock provision were responsible for most of them becoming disillusioned and unable to sustain a livelihood on their land. Land that was thought capable of supporting five hundred settlers in 1922 was, in 1929, recognised as being able to support about one hundred and eighty. Eventually, a large part of the Group Settlement holdings was abandoned by the original settlers.⁵⁸ Some of the group settlers remained in the Rockingham district but many others left.



Figure 18 Saw family home built 1921

Courtesy Rockingham and Districts Historical Society

It was also during the 1920s that a rapid increase in motor transport placed Rockingham within easy reach of 'day trippers' from the City. Fortuitously for Rockingham's development as a leisure resort, the Rockingham Hotel was just outside the thirty mile limit from Perth, which was the liquor licensing boundary, outside of which more liberal regulations applied. This situation led to the expansion of small businesses in the town, with shops, tearooms, amusement arcades, tennis courts, a bowling green and a dance hall built to cater for an influx of motorists, bus travellers and boaters. Many businesses such as the Rockingham Hotel invested in this seasonal trade and helped to create the holiday resort character of Rockingham.⁵⁹

⁵⁸ Coy, *The Serpentine*, pp. 202-207, Taggart, *Rockingham Looks Back*, pp. 156-157.

⁵⁹ Taggart, *Rockingham Looks Back*, pp. 186-189.



Figure 19 Rockingham Hotel, 1920s

Courtesy Rockingham and Districts Historical Society

The Depression of the 1930s adversely affected Rockingham as it did other parts of Western Australia. To relieve the hardship caused by widespread unemployment in the area, the Rockingham Roads Board provided one day's work a week for single men, two days for married men, and three days for those with families, using funds provided for this purpose by the State Government.

By the mid-1930s, economic conditions had improved, and the tourist business of Rockingham again prospered. By 1935, the population of the Rockingham district had increased sufficiently to warrant the building of a new school. The Rockingham Beach School was a one-roomed building erected in Bay View Street in 1935. Also in this year, the electricity supply was extended to Rockingham.⁶⁰

⁶⁰ Taggart, *Rockingham Looks Back*, pp. 190-195, 236; Draper, et. al., *Rockingham: from Port 1872 to City 1988*, p. 14.

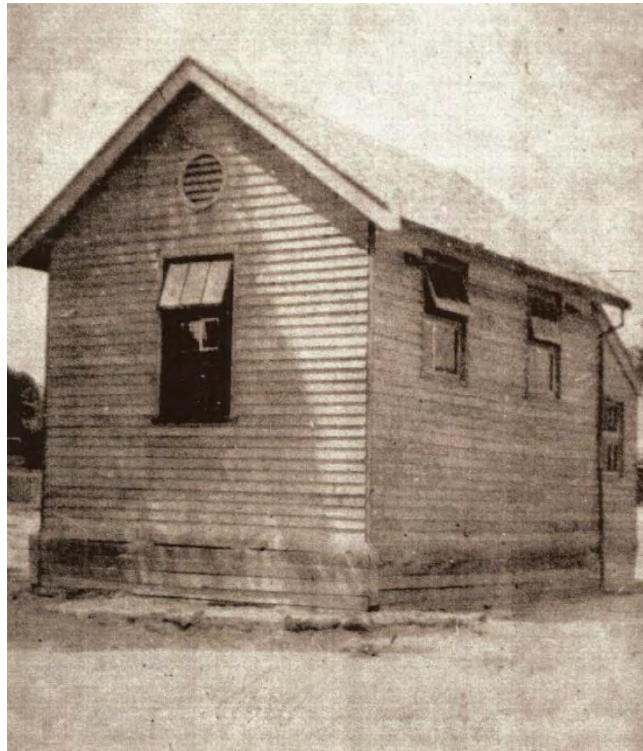


Figure 20 Rockingham Beach School, c1935

Courtesy Rockingham and Districts Historical Society

From the late 1920s, A.J.H. Watts offered building lots for sale at Safety Bay in the Safety Bay Townsite Estate and the Penguin Estate immediately to the northwest. The area was promoted as 'resembling the famous Waikiki Beach of Honolulu', with the beach 'free from sharks and undertow, with unlimited space of safe water for speedboats and surfboards in addition to good fishing'.⁶¹ Until this time, the area was largely uninhabited, the only permanent resident being Seaforth Mackenzie, who lived around the Safety Bay area from around 1914 to 1926, and again at Mersey Point from 1926 to 1932.⁶² Mackenzie leased Penguin Island and for some years developed it in a modest way as a holiday destination.

The government also made Garden Island available for private lease during the Inter War years. During World War Two the island was again resumed for defence purposes although access was possible by ferries to designated areas. After World War Two, leaseholds were again taken up, which only expired when the Navy established a base in the 1970s.

During the late 1930s, the population of Safety Bay grew, with a number of residences and commercial premises built. Houses were built on the seafront on Safety Bay Road, and on both sides of Penguin Road as far as Mersey Point. However, there were few houses built facing Shoalwater Bay. The afternoon sun made living conditions in this situation extremely unpleasant, so that most buildings were in the shelter of sand dunes and thick scrub. Few of the Safety Bay houses were of brick, instead built of asbestos-cement sheeting with corrugated iron roofing. The houses usually had from one to four inside rooms, surrounded by a firmly enclosed verandah, for

⁶¹ Advertisement for the land reproduced in Draper, et. al., Rockingham: from Port 1872 to City 1988, p. 25.

⁶² From a pamphlet, 'Seaforth McKenzie, 1853-1939: "King" of Penguin Island', Friends of Shoalwater Islands Marine Park, 1994.

extra sleeping and living space, and to give protection from strong westerly and south westerly winds.⁶³

During the War years, from late 1939 to 1947, parts of the Rockingham district were utilised for military purposes. The strategic use of Cockburn Sound was secured with the almost land locked Sound protected by the placement of anti-aircraft guns on Garden Island and the mainland. The road to Safety Bay was bituminised and gun emplacements facing south and west were dug into the highest sand hills. On Garden Island, the first guns to be established- J Battery, or Challenger Battery, in 1942- was located at the north western tip of the island. A second complex, Beacon Battery, completed in the same year, was located at Beacon Head at the north east corner of the island. The two largest gun emplacements were constructed late in 1943 on Scriven Hill in the centre of Garden Island. This complex included its own shell store, magazine, pump chamber and power house, in addition to a plotting room, command post and observation posts.⁶⁴

In addition, on Garden Island the commandos of Z-Force were trained in jungle warfare. To serve the Island, a jetty was built at Palm Beach, from which troops were transported to Garden Island. Here also, and in Careening Bay, ships of up to 10,000 tons were moored. From 1945 (until 1957), Careening Bay served as the base for one of the Australian Navy's Reserve Fleet Detachments. A Light Horse training camp was established to the east of the town of Rockingham. The army also made use of the sand hills around Warnbro Sound as an artillery firing range.⁶⁵

Some development occurred in Rockingham even during the War years. By 1940, a Methodist Church was built, with an Anglican and Roman Catholic Church completed around 1945. In 1946, the Rockingham Roads Board erected permanent offices on the corner of Kent Street and Flinders Lane. By 1947, the Rockingham District's official centenary year, there were at least sixteen clubs and associations representing business, sporting, religious, youth and community organizations established in the district. It was also during this period that recreation camps were developed at Point Peron. An early camp was that of the National Fitness Council of Western Australia, which was officially opened in December 1946.⁶⁶

⁶³ Taggart, Rockingham Looks Back, pp. 208-209.

⁶⁴ Register of the National Estate, J Gun Battery, Place ID: 18968.

⁶⁵ Taggart, Rockingham Looks Back, pp. 216-218.

⁶⁶ Taggart, Rockingham Looks Back, pp. 219-225.

A guide to the Inter War Years 1915-1949:	
Historic themes	World wars and other wars; Hospitality industry and tourism;
Major influences	Commonwealth government occupation of Point Peron and Garden Island; Liquor licensing laws which fostered the development of Rockingham as a holiday and weekend destination; increase in private car ownership; Group settlement scheme
Development characteristics	Timber holiday homes, boarding houses, construction of facilities and activities for tourists; construction for military functions
Significant representative places	& Z-Force Memorial
	Garden Island Batteries
	Point Peron, 'K' Battery
	Abattoir and Stables
	Rockingham Hotel
	Group Settler's home
	Seaforth Island Penguin Island well and caves

5.8 THE POST-WAR AND MODERN PERIOD: 1950-2017

Holiday Destination; Establishment of Heavy and Petro-Chemical Industry at Kwinana; Housing the Workforce; Stephenson Plan; Garden Island Naval Base; Planning the Town of Rockingham Population Growth; Preserving the Environment.

From the 1950s, the Rockingham area continued to develop as a popular holiday destination, particularly with Perth families, with the towns of Rockingham, Palm Beach and Safety Bay becoming well-patronised seaside resorts. To cater for increasing visitor numbers, there were dances, twice weekly cinema shows and an amusement arcade. In Rockingham town, roads were widened to cater for increased motor traffic, a move which necessitated the digging up and removal of the Jarrahdale Railway lines. In addition, the beachfront sand dunes were flattened and parks created with grassed areas, trees and shrubs.⁶⁷ At the same time, moves were underway that would see the whole district transformed.



Figure 21 Bay View Theatre, Rockingham 1940s

Courtesy Rockingham and Districts Historical Society

In 1951, meetings of the Anglo-Iranian Oil Company in London considered Western Australia as a possible location for an oil refinery, to process crude oil from the Middle East. In 1952, the State Government offered (what would become) British Petroleum (BP) 1000 acres of land on Cockburn Sound to establish its planned operation. The location was regarded positively, fronting, as it did, an almost completely land-locked deep water harbour which could easily handle the world's then largest tankers; a site with fairly level contours, hard limestone foundation and well-drained sandy topsoil. After negotiated terms between the oil company and the State Government were agreed, construction began in 1953, and was completed by early 1955.⁶⁸

⁶⁷ Taggart, *Rockingham Looks Back*, pp. 228-230; Battye Library Oral Histories: O/H 2511/23, O/H 2511/27, O/H 2511/28, O/H 2511/38.

⁶⁸ Russell, *Kwinana*, pp. 150-153.

In order to house the workers that would be employed at the Cockburn industrial site, arrangements were made with the Rockingham Road Board to transfer 44 square miles of the northern section of its territory to form the new Kwinana Road District (from 1954) with the Refinery as its nucleus. On the hillier and better wooded eastern part of the new Road District, the State Housing Commission was to build sufficient houses to accommodate the workers who would be employed in the area.⁶⁹ Kwinana Road District became a shire with 7 elected councillors in February 1961.

BP was followed into the area in the 1950s by BHP (now BHP Billiton) which began construction of a steel rolling mill in 1953 (completed in 1956), and in the 1960s by Alcoa (an aluminium refinery, begun in 1961), CBH and other heavy industries. Further north from Kwinana, Cockburn Cement established operations. These developments were encouraged by the recommendations of the 1955 Stephenson Report, which declared large portions of the Cockburn District to be part of a special industrial zone, allowing heavy industry to produce toxic and hazardous wastes and emissions.⁷⁰

Although it was originally expected that most of the workers employed in the burgeoning industrial development at Kwinana would be housed in Medina, many families decided to purchase land and houses in Rockingham. To cater for an influx of population, land developers, Rockingham Park P/L, concluded an agreement with the Rockingham Shire Council to develop 1790 hectares of unoccupied land to the east of the existing town. In addition, to the north of the proposed housing project, there was to be a large shopping and business centre built, in an area to be named Rockingham Park. This new shopping centre was opened in November 1971, and expanded in September 1973, August 1978, October 1989 and 2010. Further infrastructure in the district was provided with the establishment in 1971 of new Shire buildings, and new sporting facilities nearby, as well as by the opening of an acute care hospital in Rockingham in May 1976.⁷¹

The Kwinana Grain Terminal and Jetty in East Rockingham was another element of the significant investment in infrastructure during the late 1960s and 1970s. The limitations of the Fremantle Port for the increased grain production in Western Australia led to the construction of a new larger terminal with a dedicated jetty between Kwinana and Rockingham. The new terminal was constructed to allow continued public access to the beach.

⁶⁹ Taggart, *Rockingham Looks Back*, pp. 237-238.

⁷⁰ Russell, *Kwinana*, pp. 150-153.

⁷¹ Draper, et. al., *Rockingham: from Port 1872 to City 1988*, p. 57; Taggart, *Rockingham Looks Back*, pp. 244-245, 248.



Figure 22 Construction of the Kwinana Grain Terminal and Jetty, 1975

Courtesy SLWA online image 361572PD

The new and rapid growth of Rockingham was able to be carried out in a relatively orderly manner because of its coincidence with the principles enunciated in the 1955 Plan for the Metropolitan Region by Gordon Stephenson and J.A. Hepburn. Consequent to this document, the Metropolitan Region Scheme was adopted in October 1963. In this scheme, there were to be corridors of development radiating out from central Perth to the north west (Joondalup), the east (Midland), the south east (Armadale), and south west (Rockingham). To harmonise with the general principles of the Plan for the Metropolitan Region, the Rockingham Shire Council drew up a Town Planning Scheme that would take into account local circumstances and particularities. In November 1978, the Rockingham Sub-Regional Centre Study was published to allow for a detailed developmental master plan.⁷²

Another major development in the Rockingham district has been establishment of a Naval Base on the southern and northern ends of Garden Island. The idea for such an establishment had been proposed as early as 1909, in an area south of Woodmans Point. After plans were drawn up, work commenced in 1911, but with the outbreak of war in 1914, the project was abandoned.

⁷² Draper, et. al., *Rockingham: from Port 1872 to City 1988*, p. 56; Taggart, *Rockingham Looks Back*, pp. 246-247.

During the Second World War, submarine repair facilities were set up just south of Woodmans Point. It was not until 1967, however, that the Naval Base project was revived, with planning for the scheme undertaken. Construction of the Garden Island Causeway began in the beginning of 1971 and was completed in June 1973. The support facility was originally programmed for completion in December 1975 but a change of Government resulted in the postponement of completion for three years. A further change of government led to accelerated construction, with HMAS Stirling commissioned in July 1978.⁷³

The expansion of Rockingham has been reflected in the changing structure of the districts administration. From 1897 to 1953/54, the area was managed by the Rockingham Roads Board; from 1961, the Shire of Rockingham was established; and, in 1988, Rockingham was declared a City, with a population of more than 36,000 people. By 1994, the administration of the City of Rockingham relocated to new premises on Civic Boulevard, where there was also situated the Autumn Centre, Lotteries House, the Arts/Community Resource Centre and a Cinema Complex.⁷⁴



Figure 23 Waikiki Hotel, 1965

Courtesy SLWA online image b4772683.

Appreciation, enjoyment and preservation of the natural environment have been important concerns in the Rockingham district, especially since the 1950s. It was during this period that a number of recreation camps established by various groups- social, sporting, union, church, educational and service organizations- operated at Point Peron. In 1956, the Commonwealth leased most of the land at Cape Peron to the State Government, with the latter purchasing this

⁷³ Draper, et. al., Rockingham: from Port 1872 to City 1988, p. 42.

⁷⁴ Jack Phillimore, 'City of Rockingham Municipal Heritage Inventory: Historical Thematic Framework', prepared for the City of Rockingham and the Heritage Council of Western Australia, 1995, p. 43.

land in 1964. Those leases expired in 1972. Further leases of 21 years were granted, with these expiring in 1993. Two further five year leases were granted, with these expiring in 2003.⁷⁵

During the 1970s, Rockingham experienced significant population growth and many new subdivisions were approved for residential development. Town planner and architect, Paul Ritter, who was an influential figure in Western Australia during the 1960s and 1970s had a significant impact on the layout and design elements of the new subdivisions. His use of concrete construction techniques was an innovative feature of the period.⁷⁶

During the 1990s, a large section of the City of Rockingham was set aside for a Regional Park, one of eight in the Perth Metropolitan area, which were established with the intention of protecting open space of regional significance for conservation and recreation. Rockingham Lakes Regional Park, an area of 4,270 hectares consisting of coastal areas, wetlands and remnant bush areas, and occupying approximately 16% of the area of the City of Rockingham, was established in 1997. The main areas or estates within the Park are Cape Peron, Lake Richmond, Lake Cooloongup, Lake Walyungup, Port Kennedy Scientific Park, Lark Hill, Tamworth Hill, Tamworth Hill Swamp, Anstey Swamp, and Paganoni Swamp.⁷⁷

It was also during the 1990s that the Shoalwater Islands Marine Park was established (on 25 May 1992), extending from Cape Peron to Becher Point, including Shoalwater Bay and Wambro Sound. The Park includes a chain of Islands that run parallel to the coast and comprise Penguin Island, Shag Rock, Seal Island, Gull Rock, Bird Island, White Rock, The Sisters, Passage Rock, Third Rock, First Rock and Second Rock.⁷⁸

In the case of Penguin Island, after Mackenzie Seaforth left the Island in 1926, the island was largely unoccupied. From 1948 it was leased by Safety Bay residents, McKay and McGowan who upgraded facilities and built small huts on the east side. In 1951, Lawrence Gill took over the lease and he spent large sums of money on buildings and carnival- style entertainment. In later years, under Bob Carlberg's management, gas and sewerage were supplied and, in 1970, fresh water was piped from the mainland. In order to protect the environmental values of the Island, in 1987, the Department of Conservation and Land Management bought out the lease.⁷⁹ The Department now operates a successful research facility from the island with an interpretation and education centre for visitors.

The Shoalwater Islands Marine Park was vested in the National Parks and Nature Conservation Authority and managed by the Department of Conservation and Land Management. The Marine Park was established to protect waters and land of special conservation value and habitats for marine and terrestrial flora and fauna. It also provided for recreational and commercial fishing and a variety of other uses consistent with conservation of the environment.⁸⁰

⁷⁵ 'Rockingham Lakes Regional Park: Draft Management Plan, 2003-2013', Department of Conservation and Land Management, 2003, pp. 58-59.

⁷⁶ Ritter, Paul, *Concrete Fit for People: A Practical Approach to a Bio-Functional Eco-Architecture for the Third Millennium A.D.* Pergamon Press, 1980.

⁷⁷ 'Rockingham Lakes Regional Park: Draft Management Plan, 2003-2013', pp. 2-3.

⁷⁸ 'Shoalwater Islands Management Plan 1992-2002', prepared by the Department of Conservation and Land Management for the National Parks and Nature Conservation Authority, 1992, p. 11.

⁷⁹ Jan Lord, 'Penguin Island: Shoalwater Islands Marine Park' (pamphlet), Friends of Shoalwater Island Marine Park, n.d.

⁸⁰ 'Shoalwater Islands Management Plan 1992-2002', p. 11.

In addition to a concern for the natural environment of the Rockingham district, members of the community have also been concerned with preservation of the architectural and cultural history of the area. In 1969, the Rockingham Branch of the Royal Western Australian Historical Society was formed and began actively campaigning for the protection of the early settlers' cottages in East Rockingham, which were threatened at that time by the proposed construction of railway marshalling yards, as part of the continuing development of the Kwinana industrial area.⁸¹ This action had some success with the inclusion of some of the cottages on the State Register of Heritage Places.

The centre of the original town centre has undergone significant change in recent decades with clearing of sites on both sides of Flinders Lane has seen the development of new community resources. The Rockingham Oval has been redeveloped and the new Gary Holland Community Centre has taken the place of the former hall on the east side of Flinders Lane.

Multi storey development is now a feature of the Rockingham town centre along the ocean front and adjacent streets. New development is changing the density and character of the more established parts of the City of Rockingham.

⁸¹ Palassis Architects, 'Woodbine: Conservation Plan for the City of Rockingham', 1999, pp. 25-26.

A guide to the Post War and Modern Period 1950-2017	
Historic themes	Demographic Settlement and Mobility; Government Policy; Manufacturing and Processing
Major influences	<p>Government investment and support of large infrastructure and manufacturing and processing projects at Kwinana.</p> <p>Awareness of environmental impact from past practices.</p> <p>Significant increase in migrants in WA following World War II. Many from Eastern Europe.</p> <p>Fly in/Fly out workforce has meant growth in areas away from the main work centres in 2000s.</p>
Development characteristics	Large suburban subdivisions for single storey residences; clearing of the central Rockingham townsite for new community projects; designation of large land parcels for industry,
Significant representative places.	& Point Kennedy Scientific Park
	Kwinana Grain Terminal, Granary Museum and Jetty
	Aloha and Oahu, Shoalwater
	Rockingham Park including relocated War Memorial
	Point Peron Recreation Camp
	Waikiki Hotel (site)
	Rockingham Park Underpasses
	Rockingham Park Kindergarten

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6.0 SUMMARY TABLES

PLACES ASSESSED BY MANAGEMENT CATEGORY

CATEGORY A				
Place No.	Name	Street No.	Street name	Locality
1	Baldivis Primary School (fmr)	342	Baldivis Road	Baldivis
4	Limestone Quarry		Chesterfield Road	East Rockingham
5	Chesterfield Inn (fmr)		Chesterfield Road	East Rockingham
6	Chesterfield Dairy (fmr)		Chesterfield Road	East Rockingham
7	Day Cottage (ruin)		Day Road	East Rockingham
9	East Rockingham Heritage Precinct		Mandurah Road	East Rockingham
10	East Rockingham Cemetery	231	Mandurah Road	East Rockingham
11	Hymus House	303	Mandurah Road	East Rockingham
12	Bell Cottage (ruin)	371	Mandurah Road	East Rockingham
18	Garden Island Batteries		Garden Island	Garden Island
21	Cliff Point Historic Site		Sulphur Bay	Garden Island
22	Peelhurst (ruins)	178	Dampier Drive	Golden Bay
23	Abattoir and Stables		Cnr Dixon Road and Darile Street	Hillman
27	Cape Peron Battery Complex		Point Peron Road	Peron
50	Rockingham Hotel	26-40	Kent Street	Rockingham
51	Roads Board Office (fmr)	41	Kent Street	Rockingham
54	Lake Richmond		Lake Street	Rockingham
90	Penguin Island		Penguin Island	Shoalwater

CATEGORY B				
Place No.	Name	Street No.	Road name	Locality
14	"Rockingham" Cairn		Rockingham Beach Road	East Rockingham
15	Kwinana Grain Terminal, Granary Museum and Jetty		Rockingham Beach Road	East Rockingham
17	Z Force Memorial, Garden Island		Dampier Road	Garden Island
25	Seaside Camp for Children	1	Hymus Street	Peron
33	Rockingham Beach Primary School	30	Bay View Street	Rockingham
38	Z Force Memorial, Rockingham		Esplanade	Rockingham
39	Iluka	13	Esplanade	Rockingham
40	Carinya Court	153	Esplanade	Rockingham
44	Uniting Church	11	Florence Street	Rockingham
52	Anglican Church (fmr)	63-65	Kent Street	Rockingham
56	Lakeside	65	Parkin Street	Rockingham
60	Sutton Residence (fmr)	30	Rae Road	Rockingham
62	Founder's Memorial		Railway Terrace	Rockingham
66	Bell and Churchill Parks		Rockingham Beach Road	Rockingham
72	Masonic Hall		Wanliss Street	Rockingham
73	Safety Bay Butcher's Shop (fmr)	44	Penguin Road	Safety Bay
76	Sorrento Guest House (fmr)	211	Safety Bay Road	Safety Bay
78	A.J.H. Watts Land Sales Office (fmr)	229	Safety Bay Road	Safety Bay
91	Penguin Island Kitchen, Store Cave & Well		Penguin Island	Shoalwater

CATEGORY C

Place No.	Name	Street No.	Road name	Locality
2	Baldivis Reserve	342	Baldivis Road	Baldivis
3	Group Settler's Home	118	Fifty Road	Baldivis
29	Point Peron Recreational Camp		Point Peron Road	Peron
32	Port Kennedy Scientific Park		Port Kennedy Drive	Port Kennedy
34	Rockingham Park Underpasses		Centaurus Street	Rockingham
35	Rockingham Park Kindergarten (fmr)		Centaurus Street	Rockingham
36	Residence, 3 Chalwell St	3	Chalwell Street	Rockingham
42	Rockingham Oval and Memorial		Flinders Lane	Rockingham
45	Rockingham Fire Station (fmr)	4	Hefron Street	Rockingham
49	Rockingham Hotel, Trees and Walls	26	Kent Street	Rockingham
70	Reverend Purdy's House (fmr)	67	Rockingham Beach Road	Rockingham
74	Residence, 72A Penguin Rd	72A	Penguin Road	Safety Bay
75	Residence, 188 Safety Bay Rd	188	Safety Bay Road	Safety Bay
80	Residence, 250 Safety Bay Rd	250	Safety Bay Road	Safety Bay
83	St George's Church	1-3	Thomas Street	Safety Bay
84	Residence, 21 Waimea Rd	21	Waimea Road	Safety Bay
86	Residence, 118 Arcadia Dr	118	Arcadia Drive	Shoalwater
87	Residence, 124 Arcadia Dr	124	Arcadia Drive	Shoalwater
88	Mersey Point	153	Arcadia Drive	Shoalwater

CATEGORY D

Place No.	Name	Street No.	Road name	Locality
24	Paganoni Swamp		Paganoni Road	Karnup
77	Residence, 218 Safety Bay Rd	218	Safety Bay Road	Safety Bay
81	Residence, 274 Safety Bay Rd	274	Safety Bay Road	Safety Bay
89	Aloha and Oahu	166-168	Arcadia Drive	Shoalwater
94	Residence, 623 Safety Bay Rd	623	Safety Bay Road	Waikiki
95	Residence, 5 Martell St	5	Martell Street	Warnbro

CATEGORY E				
Place No.	Name	Street No.	Road name	Locality
8	Chalwell House - Site	2	Lodge Drive	East Rockingham
13	Roads Boards Office - Site	90	Office Road	East Rockingham
16	Dato Shipwreck		Careening Bay	Garden Island
19	J.F. Mills' Residence - Site		Hamelin Road	Garden Island
20	Star Shipwreck		Murray Reef	Garden Island
26	AIW Centre and RSL Caravan Park - Site		Peron Road	Peron
28	Turtle Factory (fmr)		Point Peron Road	Peron
30	Chalmers Shipwreck			Port Kennedy
31	Hero of the Nile Shipwreck		Long Point	Port Kennedy
37	Rockingham Police Station and Courthouse - Site		Cnr Emma Street and Flinders Lane	Rockingham
41	Racecourse - site		Flinders Lane	Rockingham
43	Flinder's Hall and Rose Garden - site	24	Flinders Lane	Rockingham
46	Theatres - site		Kent Street	Rockingham
47	Rockingham Beach School - site	9	Kent Street	Rockingham
48	Rockingham Police Station - site	19	Kent Street	Rockingham
53	Frank Churcher's Residence - site	176-178	Kent Street	Rockingham
55	Palm Beach Jetty - site		Palm Beach	Rockingham
57	Millars Cottages (fmr)	165	Parkin Street	Rockingham
58	Fisher's Bakery – site	175	Parkin Street	Rockingham
59	Golf Course - site		Cnr Patterson Road and Read Street	Rockingham
61	Three Timber Jetties - site		Railway Terrace	Rockingham
63	Timber Railway - site		Railway Terrace	Rockingham
64	Rockingham Beach Post Office – site	15	Railway Terrace	Rockingham
65	Amur Shipwreck		Rockingham Beach	Rockingham
67	Trocadero Dance Hall - site	21	Rockingham Beach Road	Rockingham
68	Elanora – site	49	Rockingham Beach Road	Rockingham
69	Hanretty House and Pine Tree - site	61	Rockingham Beach Road	Rockingham
71	Cruising Yacht Club - site	2	Val Street	Rockingham
79	Safety Bay Yacht Club – site	243	Safety Bay Road	Safety Bay
82	Waikiki Hotel - site	434	Safety Bay Road	Safety Bay
85	Arcadia House - site	98	Arcadia Drive	Shoalwater
92	Monkhouse Family Residence - site	54	Penguin Road	Shoalwater

The following places were assessed and were either previously included on the Municipal Heritage Inventory or were nominated as part of the review process. Several were also sourced from the State Heritage Office database, inHerit, which records places of heritage value from a variety of sources.

PLACES ASSESSED AND RECOMMENDED FOR REMOVAL / NOT FOR INCLUSION				
Name	Street No.	Road Name	Locality	Comments
Karnup Nature Reserve		cnr Baldivis and Karnup Roads	Baldivis	Natural heritage value
Freshwater Coral Site	2	Lodge Drive	East Rockingham	Place no longer extant – possible confusion with limestone quarry site
Tuart Tree		Fletcher Road	Karnup	Tree not found
Palm Beach Precinct		Hymus, Lake, Fisher and The Esplanade	Rockingham	Minimal heritage value
Rockingham Fire Station	99	Dixon Road	Rockingham	No heritage value
Rockingham Sunday Markets (fmr)		Flinders Lane	Rockingham	No heritage value
Date Palm Tree		Civic Boulevard	Rockingham	Not found
Residence, 16 View Road		505 Safety Bay Road	Safety Bay	Place demolished
Secret Harbour Police Station		Oneida Road	Secret Harbour	Building not constructed Identified by inHerit
Rectory	28	Brixham Way	Warnbro	No heritage value

PLACES ASSESSED BY STREET NAME

PLACES BY STREET NAME					
Place No.	Name	Street No.	Road name	Locality	Category
85	Arcadia House - site	98	Arcadia Drive	Shoalwater	E
86	Residence, 118 Arcadia Dr	118	Arcadia Drive	Shoalwater	C
87	Residence, 124 Arcadia Dr	124	Arcadia Drive	Shoalwater	C
88	Mersey Point	153	Arcadia Drive	Shoalwater	C
89	Aloha and Oahu	166-168	Arcadia Drive	Shoalwater	D
1	Baldivis Primary School (fmr)	342	Baldivis Road	Baldivis	A
2	Baldivis Reserve	342	Baldivis Road	Baldivis	C
33	Rockingham Beach Primary School	30	Bay View Street	Rockingham	B
16	Dato Shipwreck		Careening Bay	Garden Island	E
34	Rockingham Park Underpasses		Centaurus Street	Rockingham	C
35	Rockingham Park Kindergarten (fmr)		Centaurus Street	Rockingham	C
36	Residence, 3 Chalwell St	3	Chalwell Street	Rockingham	C
4	Limestone Quarry		Chesterfield Road	East Rockingham	A
5	Chesterfield Inn (fmr)		Chesterfield Road	East Rockingham	A
6	Chesterfield Dairy (fmr)		Chesterfield Road	East Rockingham	A
23	Abattoir and Stables		Cnr Dixon Road and Darile Street	Hillman	A
37	Rockingham Police Station and Courthouse - Site		Cnr Emma Street and Flinders Lane	Rockingham	E
59	Golf Course - site		Cnr Patterson Road and Read Street	Rockingham	E
22	Peelhurst (ruins)	178	Dampier Drive	Golden Bay	A
17	Z Force Memorial, Garden Island		Dampier Road	Garden Island	B
7	Day Cottage (ruin)		Day Road	East Rockingham	A
38	Z Force Memorial, Rockingham		Esplanade	Rockingham	B
39	Iluka	13	Esplanade	Rockingham	B
40	Carinya Court	153	Esplanade	Rockingham	B
3	Group Settler's Home	118	Fifty Road	Baldivis	C
41	Racecourse - site		Flinders Lane	Rockingham	E
42	Rockingham Oval and Memorial		Flinders Lane	Rockingham	C
43	Flinder's Hall and Rose Garden - site	24	Flinders Lane	Rockingham	E
44	Uniting Church	11	Florence Street	Rockingham	B
18	Garden Island Batteries		Garden Island	Garden Island	A
19	J.F. Mills' Residence - Site		Hamelin Road	Garden Island	E
45	Rockingham Fire Station (fmr)	4	Hefron Street	Rockingham	C
25	Alfred Hines Seaside Home (fmr)	1	Hymus Street	Peron	B
46	Theatres - site		Kent Street	Rockingham	E
47	Rockingham Beach School - site	9	Kent Street	Rockingham	E

PLACES BY STREET NAME					
Place No.	Name	Street No.	Road name	Locality	Category
48	Rockingham Police Station - site	19	Kent Street	Rockingham	E
49	Rockingham Hotel, Trees and Walls	26	Kent Street	Rockingham	C
50	Rockingham Hotel	26-40	Kent Street	Rockingham	A
51	Roads Board Office (fmr)	41	Kent Street	Rockingham	A
52	Anglican Church (fmr)	63-65	Kent Street	Rockingham	B
53	Frank Churcher's Residence - site	176-178	Kent Street	Rockingham	E
54	Lake Richmond		Lake Street	Rockingham	A
8	Chalwell House - Site	2	Lodge Drive	East Rockingham	E
31	Hero of the Nile Shipwreck		Long Point	Port Kennedy	E
9	East Rockingham Heritage Precinct		Mandurah Road	East Rockingham	A
10	East Rockingham Cemetery	231	Mandurah Road	East Rockingham	A
11	Hymus House	303	Mandurah Road	East Rockingham	A
12	Bell Cottage (ruin)	371	Mandurah Road	East Rockingham	A
95	Residence, 5 Martell St	5	Martell Street	Warnbro	D
20	Star Shipwreck		Murray Reef	Garden Island	E
13	Roads Boards Office - Site	90	Office Road	East Rockingham	E
24	Paganoni Swamp		Paganoni Road	Karnup	D
55	Palm Beach Jetty - site		Palm Beach	Rockingham	E
56	Lakeside	65	Parkin Street	Rockingham	B
57	Millars Cottages (fmr)	165	Parkin Street	Rockingham	E
58	Fisher's Bakery – site	175	Parkin Street	Rockingham	E
90	Penguin Island		Penguin Island	Shoalwater	A
91	Penguin Island Kitchen, Store Cave & Well		Penguin Island	Shoalwater	B
73	Safety Bay Butcher's Shop (fmr)	44	Penguin Road	Safety Bay	B
74	Residence, 72A Penguin Rd	72A	Penguin Road	Safety Bay	C
92	Monkhouse Family Residence - site	54	Penguin Road	Shoalwater	E
26	AIW Centre and RSL Caravan Park - Site		Peron Road	Peron	E
27	Cape Peron Battery Complex		Point Peron Road	Peron	A
28	Turtle Factory (fmr)		Point Peron Road	Peron	E
29	Point Peron Recreational Camp		Point Peron Road	Peron	C
30	Chalmers Shipwreck		Port Kennedy	Port Kennedy	E
32	Port Kennedy Scientific Park		Port Kennedy Drive	Port Kennedy	C
60	Sutton Residence (fmr)	30	Rae Road	Rockingham	B
61	Three Timber Jetties - site		Railway Terrace	Rockingham	E
62	Founder's Memorial		Railway Terrace	Rockingham	B
63	Timber Railway - site		Railway Terrace	Rockingham	E
64	Rockingham Beach Post	15	Railway Terrace	Rockingham	E

PLACES BY STREET NAME					
Place No.	Name	Street No.	Road name	Locality	Category
	Office – site				
65	Amur Shipwreck		Rockingham Beach	Rockingham	E
14	"Rockingham" Cairn		Rockingham Beach Road	East Rockingham	B
15	Kwinana Grain Terminal, Granary Museum and Jetty		Rockingham Beach Road	East Rockingham	B
66	Bell and Churchill Parks		Rockingham Beach Road	Rockingham	B
67	Trocadero Dance Hall - site	21	Rockingham Beach Road	Rockingham	E
68	Elanora – site	49	Rockingham Beach Road	Rockingham	E
69	Hanretty House and Pine Tree - site	61	Rockingham Beach Road	Rockingham	E
70	Reverend Purdy's House (fmr)	67	Rockingham Beach Road	Rockingham	C
75	Residence, 188 Safety Bay Rd	188	Safety Bay Road	Safety Bay	C
76	Sorrento Guest House (fmr)	211	Safety Bay Road	Safety Bay	B
77	Residence, 218 Safety Bay Rd	218	Safety Bay Road	Safety Bay	D
78	A.J.H. Watts Land Sales Office (fmr)	229	Safety Bay Road	Safety Bay	B
79	Safety Bay Yacht Club – site	243	Safety Bay Road	Safety Bay	E
80	Residence, 250 Safety Bay Rd	250	Safety Bay Road	Safety Bay	C
81	Residence, 274 Safety Bay Rd	274	Safety Bay Road	Safety Bay	D
82	Waikiki Hotel - site	434	Safety Bay Road	Safety Bay	E
94	Residence, 623 Safety Bay Rd	623	Safety Bay Road	Waikiki	D
21	Cliff Point Historic Site		Sulphur Bay	Garden Island	A
83	St George's Church	1-3	Thomas Street	Safety Bay	C
71	Cruising Yacht Club - site	2	Val Street	Rockingham	E
84	Residence, 21 Waimea Rd	21	Waimea Road	Safety Bay	C
72	Masonic Hall		Wanliss Street	Rockingham	B
93	CWA Centre	12	Watts Road	Shoalwater	B

7.0 PLACE RECORD FORMS

Baldivis Primary School (fmr), Baldivis

Place No: 1



SITE INFORMATION		
Place Name:	Baldivis Primary School (fmr)	
Other Names:	Baldivis Play Group	
Street Address	342 Baldivis Road	
Locality	Baldivis	
Land Information:	Loc 1376	Plan: 190710
	Reserve No: 23952	C/T: LR3088/213
GPS	32.307190°S 115.817471°E	

HERITAGE LISTING	
SHO inHerit database number	3127
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Educational: Primary School
Other Use:	Educational: Primary School
	Educational:

CONSTRUCTION DETAILS	
Construction Date:	1920s
Walls:	Timber: Weatherboard
Roof:	Metal: Corrugated iron
Architectural Style	Inter-War

Physical Description:

A pair of timber framed and iron former classrooms located on the edge of the Baldvis Reserve and overlooking Baldvis Road.

The two buildings are similar in their execution, both one room structures with front and rear additions. The external walls are clad with fibre cement sheeting and weatherboard cladding to the east elevations. Windows to both are 6-over- timber framed sashes, with awnings to the openings on the north elevations. The northernmost building has four windows to the north and south elevation whilst the second building has three openings to the north and south elevations. Both buildings are accessed by ramped timber verandahs with skillion canopies. The rear additions have skillion roofs and are a combination of enclosed and open spaces extending across the full width of the building.

A commemorative rock and plaque has been placed within the grounds commemorating the memory of the pioneers of the district, 1923.

The buildings are located approximately 50m apart, forming a central grass quadrangle between them. There are several mature peppermint trees (*Agonis flexuosa*) surrounding the buildings, particularly along Baldvis Road.

A number of secondary buildings are also located around the site.

Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

These two school buildings were built during the time that Group Settlements were established on the Peel Estate, from 1922.

A total of four schools were built; the first at Baldvis (Group 50-54), followed by those at Karnup, Wellard and Group 81. The first application for a school was made in July 1923 by the settlers on Group 50 and 54. It was completed on 20 October 1923, and opened in February of the following year.

The school buildings were of the standard one-roomed country type designed and built by the Public Works Department. The classroom was constructed so that the room could be divided if required.

At first this school site was known as Group 50-54 School, but in June 1926 its name was changed to Baldvis, as by that time, Group 54 was served by the Wellard School.

The Group Settlement population of school-age children declined in the 1930s. The Group 81 School closed around 1936; the Karnup School around 1940; and the Wellard School closed in 1947-48. By 1950, only the Baldvis School remained and its population was increasing. In 1950, a new shelter shed was built. In 1953, the school population was 52.

In 1954, the former Group 39 School was removed and re-erected at the Baldvis Reserve adjacent to the Baldvis School building. The Baldvis Primary School operated from this site until 1978

In 1978, a new brick building was constructed west of the original school site on the site of the current Baldvis Primary School. The primary school has been operating from that site since then and grown and developed in response to the growing population. The two original school buildings have continued to be used and are currently [2017] occupied by the Baldvis Play Group.

Historic Theme:	Social and Civic Activities: Education and science
Associations:	
Sources:	City of Rockingham MHI, Place Record Form September 2012. Baldvis Primary School Conservation Plan 2011. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a modest weatherboard and iron school building in the Inter War style. It is representative of the one room school type designed and built by the PWD during this period. the place has historic value for its association with the Group Settlements established on the Peel Estate from 1922. the place is a rare remaining example of the group settlement schools in the region. the place has social value for the many members of the community who have attended the school or the play group at the location.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Baldvis Primary School Conservation Plan 2011.</p>

ADDITIONAL PHOTOGRAPHS

*Baldvis School, n.d.
Courtesy Rockingham Campus Community Library*

Baldivis Reserve, Baldivis

Place No: 2



SITE INFORMATION		
Place Name:	Baldivis Reserve	
Other Names:	Reserve 23952	
Street Address	342 Baldivis Road	
Locality	Baldivis	
Land Information:	Lot: 1376	Plan: 190710
	Reserve No: 23952	C/T: LR3088/213
GPS	32.306431°S 115.819709°E	

HERITAGE LISTING	
SHO inHerit database number	3144
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Landscape
Current Use:	Landscape
Other Use:	Park/Reserve

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

Area of natural and largely undeveloped bushland providing a contrast with the dense new development occurring in the area. Peripheral development has occurred in the form of the two extant school buildings on the corner of Baldivis Road and Fifty Road together with more recent sporting and recreational facilities.

Condition:	N/A
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

This reserve was created as a 'C' Class Reserve in 1954 for the purpose of recreation and parklands. The reserve is vested in the City of Rockingham and it has been the City's responsibility since its creation. It is likely that the reserve was created as a response to the growing size of the Baldivis Primary School. A single timber classroom had been located on the reserve facing Baldivis Road. In 1954, another school building was relocated to this site because of the increasing numbers of students in Baldivis.

The reserve is largely undeveloped and features a large area of native bushland. In the south east corner recreational facilities have been included and an oval cleared. The first structures located on the site were the former primary school buildings facing Baldivis Road. The tennis courts were built in the early 1960s.

The Baldivis Hall located on the Fifty Road boundary was built in the late 1960s or early 1970s. Later elements of the reserve included club rooms for local sports clubs.

Historic Theme:	Social and Civic Activities: Education and science Social and Civic Activities: Sport, recreation and entertainment.
Associations:	
Sources:	Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance

- the place has historic value for its association with the development of Baldivis in the post war period.
- the place has social value for the many members of the community who have attended events and used the facilities at the reserve.

Level of Significance

Some/Moderate

Management Category

C

Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.

Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS

Group Settler's Home, Baldivis

Place No: 3



SITE INFORMATION		
Place Name:	Group Settler's Home	
Other Names:		
Street Address	118 Fifty Road	
Locality	Baldivis	
Land Information:	Lot: 100	Diagram: 091349
	Reserve No: -----	C/T: 2079/462
GPS	32.308810°S 115.807010°E	

HERITAGE LISTING	
SHO inHerit database number	3149
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey residence
Other Use:	Residential: Single Storey residence

CONSTRUCTION DETAILS	
Construction Date:	1920s
Walls:	Timber: weatherboard
Roof:	Metal: Corrugated iron
Architectural Style	Inter War

Physical Description:

Group Settler's Home comprises a single-storey weatherboard residence, set within a large site with mature trees and shrubs to its surroundings.

The building is set back from the main road with its entry via a driveway located along Fifty Road. The building has a simple rectilinear form with a metal clad gable roof and verandah extending across northwest and southeast elevations. The windows on the north west elevation are timber-framed shaded by timber awnings. Additional windows were inserted into the south east elevation following the removal of the fireplaces and chimneys.

The front elevation is oriented southeast, where the original entrance from the street was located. The façade is symmetrical in plan form with a centrally placed entrance flanked by windows and protected by a partially enclosed timber-framed verandah. The building has a rear entry door located at the northwest elevation, facing the garden with extensive grassed area and plantings.

The roof is predominantly a gable form, sweeping down to incorporate the front and rear verandah/additions. The rear elevation also contains a skillion roof section which is a later addition incorporating the rear access and laundry.

The windows to the front elevation are side hung casements with horizontal glazing bars dividing each pane into three sections. Many of the windows have been replaced with aluminium openings.

Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION**Historical Notes:**

In the 1920s, David Hammer Pugh (1900-1992) and Olga Petrovna Pugh (1902-1972) lived at Location 131 on Group 66 of the Peel Estate Group Settlement Scheme. In 1933, the Pughs purchased more land to expand their property holdings, and subsequently moved to an original settler's four-roomed cottage in Fifty Road. Dave Pugh recorded his occupation as a dairyman and labourer throughout his life and Olga undertook home duties.

The homes built for the Group Settlers were generally simple cottages either built by the settlers themselves or simple standard timber cottages designed by the Public Works Department. The origin of this cottage design or builder is not known.

Following Olga's death in 1972, Dave Pugh lived there until his death in 1992. The out-buildings on this property are still extant.

The building was renovated, refurbished and extended in 1993, including replacement of weatherboard claddings to both northeast and southwest exterior walls. Additions were made to the rear of the building (northwest) enclosing the former verandah.

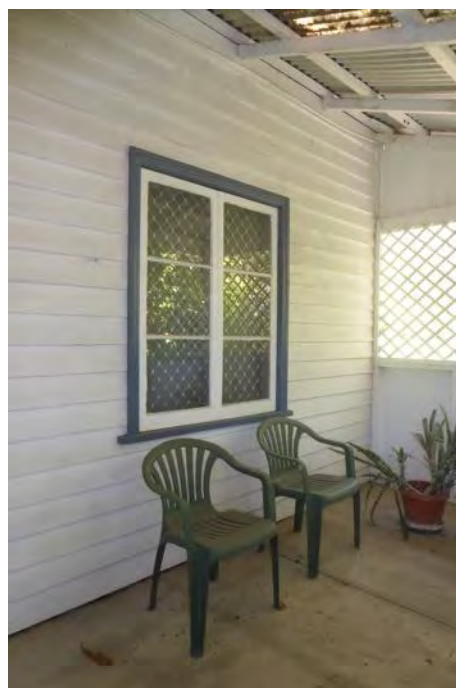
Historic Theme:	Demographic Settlement and Mobility: Settlements People: early settlers Occupations: Grazing, pastoralism and dairying
Associations:	Pugh family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Australian Electoral Rolls, 1903-1990s.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a demonstration of a simple vernacular timber cottage still located in its original setting. the place has historic value for its association with the Peel Estate Group Settlement Scheme and with the Pugh family who settled in the district in the 1920s.
Level of Significance	Some/Moderate
Management Category	C

Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.

Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS

Limestone Quarry, East Rockingham

Place No: 4

**SITE INFORMATION**

Place Name:	Limestone Quarry	
Other Names:		
Street Address	Chesterfield Road	
Locality	East Rockingham	
Land Information:	Lot: 9003	Plan: 406033
	Reserve No:	C/T: 2876-186
GPS	32.264042°S 115.772129°E Approx	

HERITAGE LISTING

SHO inHerit database number	24537
City of Rockingham MI	Adopted: 25/9/2012
Other Listings	

PLACE TYPE

	Landscape
Original Use:	Mining: Quarry
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS

Construction Date:	mid 1800s
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Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: <p>The limestone quarry lies within an ecological conservation area off Mandurah Road within East Rockingham. The site is inland and cannot be seen from the main road, being accessed via a sandy track known as Chesterfield Road.</p> <p>The area has become bushland following the cessation of quarrying which obscures much of the evidence of the quarry. Small areas of rocky outcrops are scattered through the site. The main evidence of the quarry is a crusted edge of approximately 300mm in a clearing which shows evidence of stone being cut leaving a stepped or jagged edge.</p> <p>The limestone is known as a vuggy lacustrine limestone, more commonly known as swampstone, coral stone or honeycomb limestone. The term 'vuggy' refers to the network of chambers that creates the honeycomb appearance. It is a softer material that tends to harden with exposure to air.</p>	
Condition:	Poor
Integrity	High
Authenticity	High

HISTORICAL INFORMATION

Historical Notes:

This quarry is believed to be the source of building materials for local buildings constructed in the mid-19th century. It is probable that given the proximity of Chesterfield House that this quarry was the source of the stone for that building. Little direct documentary evidence has been found, however, to substantiate direct linkages between this quarry and the adjacent properties 'Chesterfield House', 'Woodbine', 'Hymus House' and 'Leaholm' amongst others. James Bell who built his own cottage 'Woodbine' is believed to have built 'Chesterfield House' and he may have quarried the stone himself from the quarry.

Historic Theme:	Occupations: Mining People: Early settlers
Associations:	Bell family Hymus family Key Family Herbert family Thorpe Family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. City of Rockingham Municipal Heritage Inventory Thematic Framework and Historical Overview, Palassis Architects, 2011, p.15. Chesterfield House, Chesterfield Road, East Rockingham, Conservation Plan for City of Rockingham, November 1999, p.19

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has historic value as a source of a rare building material within the state and appears to be localised to the East Rockingham area with many of the older houses being constructed from the stone. the place has social value for its association with the early settlers in the area and demonstrates the tough physical conditions faced in the construction of the first substantial homes. the place has research value as the material sourced from this quarry is a localised stone with unique characteristics which could provide valuable information for students of geology. the place has research value as the techniques used to extract the stone were employed at this site until the 1950s and the remains in the landscape may reveal information on the methods of quarrying used in the 19th and early 20th century.
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Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved.</p> <p>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).</p>

ADDITIONAL PHOTOGRAPHS

Images from 2012 Site Visit



'Vuggy' lacustrine limestone



The stepped crust, showing evidence of carved stone blocks

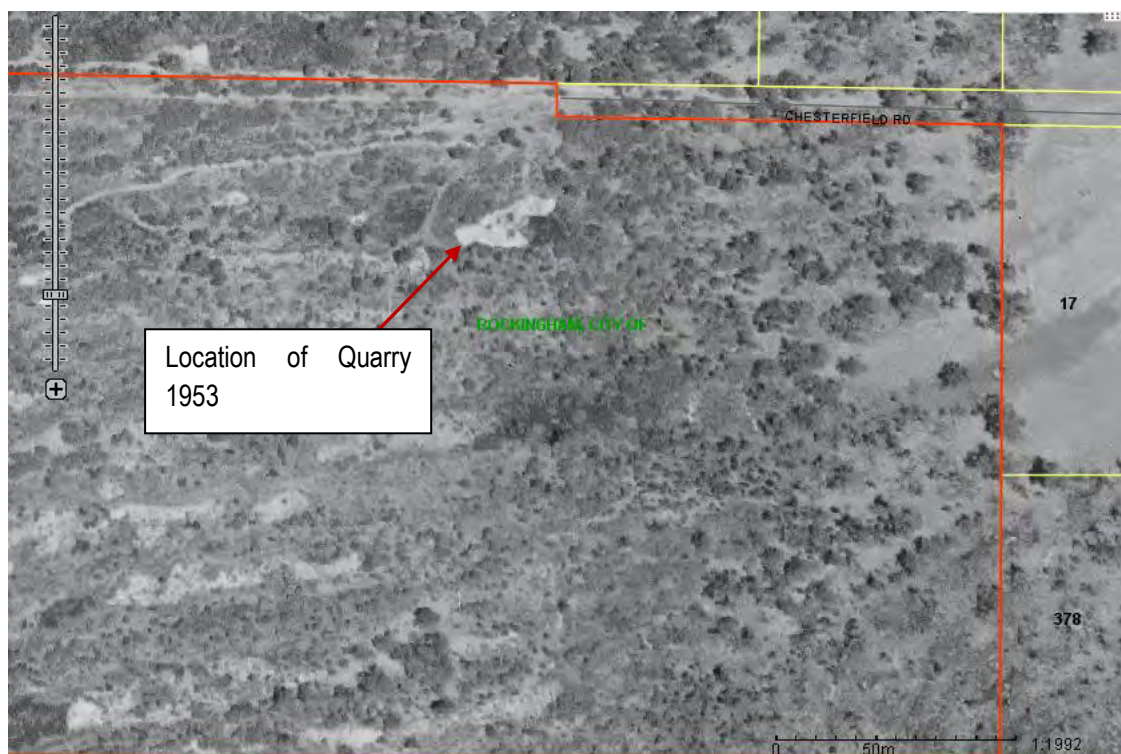


Image courtesy Landgate.

Chesterfield Inn (fmr), East Rockingham

Place No: 5



SITE INFORMATION		
Place Name:	Chesterfield Inn (fmr)	
Other Names:	Chesterfield House; Rockingham Arms	
Street Address	Chesterfield Road	
Locality	East Rockingham	
Land Information:	Lot: 2	Diagram: 57296
	Reserve No: -----	C/T: 1549/228
GPS	32.264310°S 115.777830°E	

HERITAGE LISTING	
SHO inHerit database number	2325
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	State Register of Heritage Places - Interim National Trust of Australia (WA) Classified City of Rockingham Heritage List

PLACE TYPE	
Original Use:	Individual Building or Group
Current Use:	Farming/Pastoral: Homestead
Other Use:	Vacant/Unused

CONSTRUCTION DETAILS	
Construction Date:	c1857; 1910
Walls:	Stone, brick
Roof:	Iron
Architectural Style	Federation Queen Anne

Physical Description:

Single storey limestone, rendered brick and iron property of symmetrical plan form incorporating flanking projecting wings. The place is in a derelict condition but some of the original design intent and plan form remains visible. The roof cladding and structure has been lost but the gabled for to the north-east gable remains extant. Two of the brick chimneys remain extant positioned towards the centre of the building.

Condition:	Poor
Integrity	Low
Authenticity	Low

HISTORICAL INFORMATION**Historical Notes:**

The land on which this building is located was purchased by James Herbert Snr (1820-1875). James Herbert had previously held the license for the 'Bush Inn' which operated in the district. Using his experience as a publican he established the Rockingham Arms and was granted his publican's licence in January 1857. It is believed that the building was constructed using local limestone quarried on the site.

Herbert and his family, who had arrived in the colony in 1853, evidently were successful publicans. When James Herbert Jnr (1842-1893) turned 21 in 1862 he took over the management of the premises and James Herbert Snr took over the Stirling Arms in Guildford. Between 1865-1875, father and son employed 22 ticket-of-leave men. The Rockingham Hotel also served as the first local post office for the district.

In 1867, James Herbert Snr sold the licence for the Rockingham Arms to William Rewell and during the same period acquired the adjacent lot to the Rockingham Arms and several other landholdings in the vicinity and in Fremantle.

The licence for the hotel was transferred in 1870 to Andrew Seubert and in 1874 to William Summers whilst the Herberts pursued a diverse range of business interests. James Herbert Snr died in 1875 on the maiden voyage of his ship the 'Mary Herbert' which he built for shipping of goods along the coast.

In 1876, the Rockingham Arms was transferred to John Chester (1839-1918) and in the 1890s he changed the name of the premises to Chesterfield Inn. In 1890, the property was transferred to John Chester's daughters, Caroline and Eliza. From the mid-1890s there were various lessees who operated the Inn.

It was c1910-11, under the tenancy of the 'Cotterells' that a fire destroyed portion of the roof. The place was restored and in 1912, the lease was taken over by Ernest and Selina (nee Hymus) Huxtable. Ownership of the property was transferred in the same year to William M. Brogan and William T. Matthew for the purpose of grazing cattle.

Brogan and Matthew transferred the publican's license to another premises but did operate a popular racing club from the premises for some years. Between 1915 and 1918, the local post office again operated from building and apparently the lands around the Inn were used as an encampment for the 10th Light Horse.

The condition of the building declined after this period despite the efforts of tenants Helena and William McCormick between 1923 and c1929. William McCormick was Group Foreman under the State Government Group Settlement Scheme and had skills as a builder which he put to use for repairs to the building.

In 1929, the property was transferred to George Ramsay and in 1932 to Philip Ward. Philip and Sara Ward developed the property as a dairy and family home. They undertook additions to the former Inn, relocated the stables and built a new dairy using materials from the old stables and the iron and timber from an old deserted settlers hut.

In the late 1940s or early 1950s, a new dairy was built to the north of Chesterfield Inn (fmr) again materials were reused from other structures in the vicinity. (This structure is still extant and designated as Chesterfield Dairy)

In 1967, the property was sold but continued to be operated as a dairy by Mr and Mrs Ingram. In this period, parcels of land were being acquired by the state government and local community concern about the

future of several early settlers cottages led to the classification of Chesterfield Inn (fmr) by the National Trust in 1970.

In the late 1970s, the place operated as a Youth Hostel and some minor changes were undertaken including the construction of a new garage.

In 1992, a fire led to the eviction of the tenants and the building has been largely unoccupied since that time. Vagrants have periodically occupied the place and it has been subject to considerable vandalism and graffiti.

In 2003, it was included on the State Register of Heritage Places on an interim basis. By that time the place was owned by the State Government.

Throughout 2017, Landcorp of the State Government of WA undertook conservation works to the structure to stabilise it and prevent further deterioration. These works included the removal of intrusive and later elements, construction of a new roof, removal of the external paint and rebuilding and repointing of the stone work where required. Internal works have not been commissioned until an appropriate occupant has been found for the place. The site has been securely fenced to prevent further vandalism.

Historic Theme:	Demographic settlement and mobility: Settlements Occupations: Grazing, pastoralism and dairying Occupations: Hospitality industry and tourism People: Early settlers
Associations:	Herbert family James Bell; builder William Summers John Chester William Brogan William Matthew McCormick family George Ramsay Ward family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Chesterfield House, Chesterfield Road, East Rockingham W.A. Conservation Plan for City of Rockingham, 1999 by Palassis Architects.

SIGNIFICANCE	
Statement of Significance	<p><i>The following statement is adapted from the amended documentation prepared for the State Register of Heritage Places in 2016.</i></p> <p>Chesterfield Inn (fmr), a substantial single storey building, built of rubble limestone and brick masonry walls with a corrugated iron roof and mostly wooden floors and designed in a vernacular Queen Anne Revival style, together with a dairy of similar construction and concrete floors, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the place is among the earliest land grants in the Rockingham region, and the inn is one of the region's oldest built structures. Together with a number of other sites in East Rockingham the place provides tangible; evidence of the district's early history and is associated with a number of the district's pioneering families and other individuals who were prominent in the early history of the district; the place was one of the earliest stopping places for travellers on the road between Fremantle and Mandurah, and is one of the few remaining wayside inns in Western Australia that was established during the first fifty years of this state; notwithstanding its current condition, the architectural composition of the façade of Chesterfield Inn (fmr) has aesthetic merit for its restrained

	<p>detailing, comfortable proportions, and the symmetrical arrangement of its fenestration which makes the front door the focus of the elevation;</p> <ul style="list-style-type: none"> the place played an important part in the social and civic development of the district, being the oldest commercial building in the City of Rockingham and also the district's first post office (1915-1918); the dairy is representative of a class of outbuildings commonly constructed in the East Rockingham area in the mid-twentieth century using stone that was locally available. The layout of the dairy is able to demonstrate aspects of the process of milking as this was carried out in the 1930s through to the 1960s; and, the stonework and other fabric of the dairy has acquired a patina from many years of exposure to the elements, and in the context of a fallow field has aesthetic value for its compositional and textural qualities.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Chesterfield House Conservation Plan 1999.</p>

ADDITIONAL PHOTOGRAPHS





Chesterfield Inn (fmr) c.1930s

Courtesy Chesterfield Inn (Fmr) East Rockingham Conservation Plan, Palassis Architects, 2010



Chesterfield Inn, c1971, courtesy Rockingham Museum

Chesterfield Dairy (fmr), East Rockingham

Place No: 6



SITE INFORMATION		
Place Name:	Chesterfield Dairy (fmr)	
Other Names:	Chesterfield Inn Stables (fmr)	
Street Address	Chesterfield Road	
Locality	East Rockingham	
Land Information:	Lot: 1	Diagram: 57295
	Reserve No: -----	C/T: 1549/227
GPS	32.262557°S 115.777871°E	

HERITAGE LISTING	
SHO inHerit database number	2326
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	State Register of Heritage Places

PLACE TYPE	
Original Use:	Individual Building or Group
Current Use:	Farming/Pastoral: Dairy
Other Use:	Vacant/Unused

CONSTRUCTION DETAILS	
Construction Date:	1930s; 1950s
Walls:	Stone: limestone
Roof:	Metal: corrugated iron
Architectural Style	Post WWII
Physical Description: <p>Originally a limestone and iron building that has fallen into a derelict condition. The derelict form of the place partially obscures some of the original design intent of the building and remaining fabric has been vandalised leaving it in a dangerous and vulnerable condition.</p> <p>Evidence of the brick quoining around openings and the abutment of walls remains extant. Elements of the timber framing around window and door openings remain but many of the openings have been enlarged through removal of fabric and the original size of the openings has become distorted.</p> <p>The former Dairy is of asymmetric plan form to the front which remains clearly discernible but due to the collapse of the structure, the form of the rear elevation is no longer visible. The roof was originally clad in corrugated iron sheets, some of which remain on the site but most of the roof structure has collapsed.</p>	
Condition:	Poor
Integrity	Low
Authenticity	Low

HISTORICAL INFORMATION	
Historical Notes: <p>This former dairy was originally built in the 1930s and substantially rebuilt in the 1950s as part of the dairy developed by Philip and Sara Ward.</p> <p>The Wards had acquired the property which included the former Chesterfield Inn in 1932. The property was generally in a poor condition and the couple and their family worked hard to establish a productive dairy on the land.</p> <p>Information from the Rockingham District Historical Society states that in the early 1930s, this dairy building was built using materials from an earlier dairy located south of the homestead.</p> <p>In the late 1940s or early 1950s, the new dairy was substantially rebuilt by the Ward sons, Philip and Robert, and again materials were reused from other structures in the vicinity.</p> <p>It was recalled by local resident Frank Churcher that the Ward dairy was one of the best in the district. Philip Ward also won awards for the quality of his milk in local competitions.</p> <p>In 1967, the Wards sold the property to the Chesterfield Investment and Development Company. The place was leased to Mr and Mrs Ingram who continued to work the property as a dairy.</p> <p>It is understood that the Ingrams left the property in the late 1970s and the homestead was used as a Youth Hostel and it is presumed that the dairy continued to be part of the landholding at that time.</p> <p>In 1979, the land parcels for the homestead and the dairy were separated and the dairy and its landholding were transferred to the State Government for future industrial development. Concern from local residents about the future of early settler's homes led to the assessment of some of the adjacent properties by the National Trust.</p> <p>The former dairy building has not been used since the 1980s and has been subject to vandalism and decay.</p>	
Historic Theme:	Occupations: grazing, pastoralism and dairying
Associations:	Ward family Ingram family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012.

	<p>Landgate land information and aerial photographs. <i>The South Western Advertiser</i>, 23 March 1950, p. 3. Chesterfield House, Chesterfield Road, East Rockingham W.A. Conservation Plan for City of Rockingham, 1999 by Palassis Architects. Rockingham District Historical Society</p>
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SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value for its remnant stonework in a ruinous state from many years exposure to the elements, which combines with its rural setting to create a pleasing composition. the place has historic value for its association with the dairying industry which developed in East Rockingham during the first half of the 20th century. the place is associated with the Ward family who established the former Chesterfield Inn as their family home in the early 1930s and carried out a number of significant improvements and additions to the property, including building the dairy in the late 1940s early 1950s the place is value by the community for its association with Chesterfield Inn, as evidenced by campaigning by the Rockingham & Districts Historical Society to save the place when under threat of demolition. the place is representative of a class of outbuildings commonly constructed in the East Rockingham area in the mid-20th century using stone that was locally sourced.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Chesterfield House Conservation Plan 1999.</p>

ADDITIONAL PHOTOGRAPHS



Chesterfield Dairy, 1998, courtesy Rockingham Museum

Day Cottage (ruin), East Rockingham

Place No: 7



SITE INFORMATION		
Place Name:	Day Cottage (ruin)	
Other Names:	Ellendale Rockingham Inn	
Street Address	Day Road	
Locality	East Rockingham	
Land Information:	Lot: 1	Diagram: 37651
	Reserve No:	C/T: 254/30A
GPS	32.273409°S 115.776597°E	

HERITAGE LISTING	
SHO inHerit database number	4015
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	State Register of Heritage Places Recorded by the National Trust of Australia (WA)

PLACE TYPE	
Original Use:	Farming/Pastoral: Homestead
Current Use:	Vacant/Unused
Other Use:	Commercial: Hotel

CONSTRUCTION DETAILS	
Construction Date:	1858; c1875; 1882-85; 1895-6;
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Metal: Corrugated iron
Architectural Style	Vernacular
Physical Description: A Victorian vernacular single storey rendered limestone and iron cottage. The place has fallen into disrepair but retains much of its original design intent. The core of the house has a high hipped roof with rendered corbelled chimneys, the roof pitch breaks at eaves level becoming shallower over the two side wings. The skillion verandah across the recessed section of the façade has partially been lost with the timber structure remaining extant, though in poor condition, whilst most of the iron cladding sheets have been lost. The timber framing to the windows remains extant in most openings but the glazing has been broken or lost. The north elevation contains a stone chimney projecting out from the north wall adjoining a section of the house constructed from timber framing with fibre cement cladding and louvered openings. The north west corner of the place has a separate hipped roof but is attached to the main part of the house. The outbuildings to the rear of the place are in variable condition. The windmill appears to have been lost.	
Condition:	Poor
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The land on which this cottage is located was originally owned by Jabez White. It is believed that a small cottage was built on this site before William and Susan (nee Hymus) Day leased 40 acres of land at Cockburn Sound Location 72 in c1858. William Day was a relative of Jabez White. Susan Day had come to the district around 1855 when her brother William Hymus had acquired land at Location 44 and established a home for his mother, and brothers and sisters. Susan (1836-1929) and William (1835-1917) married on 21 April 1857, and two children, Sarah Ann and James, were born before the family settled on their East Rockingham land. The home they built there was a stone cottage constructed near the Mandurah Road. As the Day family expanded between 1857 and 1882, fifteen children were born and another stone shed was constructed behind the first. Between 1882 and 1885, William with the help of his sons and a stonemason, built the main homestead in front of the two earlier structures and named the place Ellendale. In 1895-6, Day converted Ellendale into the 'Rockingham Inn', although this venture was short lived. In 1897, Day became one of the founding members of the Rockingham Roads Board. In 1901, the land was transferred to the three youngest sons and William and Susan moved to Fremantle. From around 1919, there were various owners and occupiers of the Day property George John, 1919-1920; then Mary Ellen John until 1937; the WA Trustee, 1938-39; Ada Orwin (later Ada Lane), 1942-48; and George and Annie Orwin until 1951. In that year, the place was sold to Francis and Vida McClure. All of these owners were members of the White Family. In 1962, the property was purchased by Len and Mavis Pike. The Pikes also acquired additional land adjacent to the property and a new home and stables were built just north of Ellendale. Ellendale has been unoccupied for many years and has deteriorated.	
Historic Theme:	Occupations: Grazing, pastoralism and dairying Demographic settlement and mobility: Land allocation and subdivision Occupations: Domestic Activities People: Early settlers
Associations:	White Family

	Day Family John Family Pike Family Orwin Family McClure Family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Information from Rockingham District Historical Society Inc. Landgate land information and aerial photographs. State Heritage Office Register Documentation for P4015 Day Cottage. Ellendale (Day Cottage) Conservation Plan, 1999. Palassis Architects.

SIGNIFICANCE	
Statement of Significance	<p><i>The following statement is taken from the State Register Entry for place 4015, Day Cottage.</i></p> <p>Day Cottage, a colonial vernacular cottage with limestone masonry walls and shingle clad roof covered in corrugated iron, together with two outbuildings, windmill, tankstand and a number of mature plantings, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the place is a rare example of a dwelling dating to the colonial period of Western Australia, which has been preserved in a highly authentic state and in a structurally sound condition; the construction of the cottage is of technical interest as an example of construction methods employed in the mid to late nineteenth century in rural areas in Western Australia. Of particular interest are the planning of the building, the type of masonry employed and the intact shingle roof; the place is an important component of the collection of extant colonial buildings at East Rockingham; the place is one of the older established properties in the locality, and has social value because of its long-standing association with the Day family who were prominent in local social and civic affairs; and, the place is recognised as having aesthetic value, and over the past three decades has been a favourite subject of artists and photographers.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Ellendale (Day Cottage) Conservation Plan 1999.</p>

ADDITIONAL PHOTOGRAPHS



Chalwell House - Site, East Rockingham Place No: 8



SITE INFORMATION		
Place Name:	Chalwell House - Site	
Other Names:		
Street Address	2 Lodge Drive	
Locality	East Rockingham	
Land Information:	Lot: 14	Plan: 023754
	Reserve No:	C/T: 2174/383
GPS	32.269067°S 115.777997°E	

HERITAGE LISTING	
SHO inHerit database number	2322
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey Residence
Current Use:	Vacant/Unused
Other Use:	

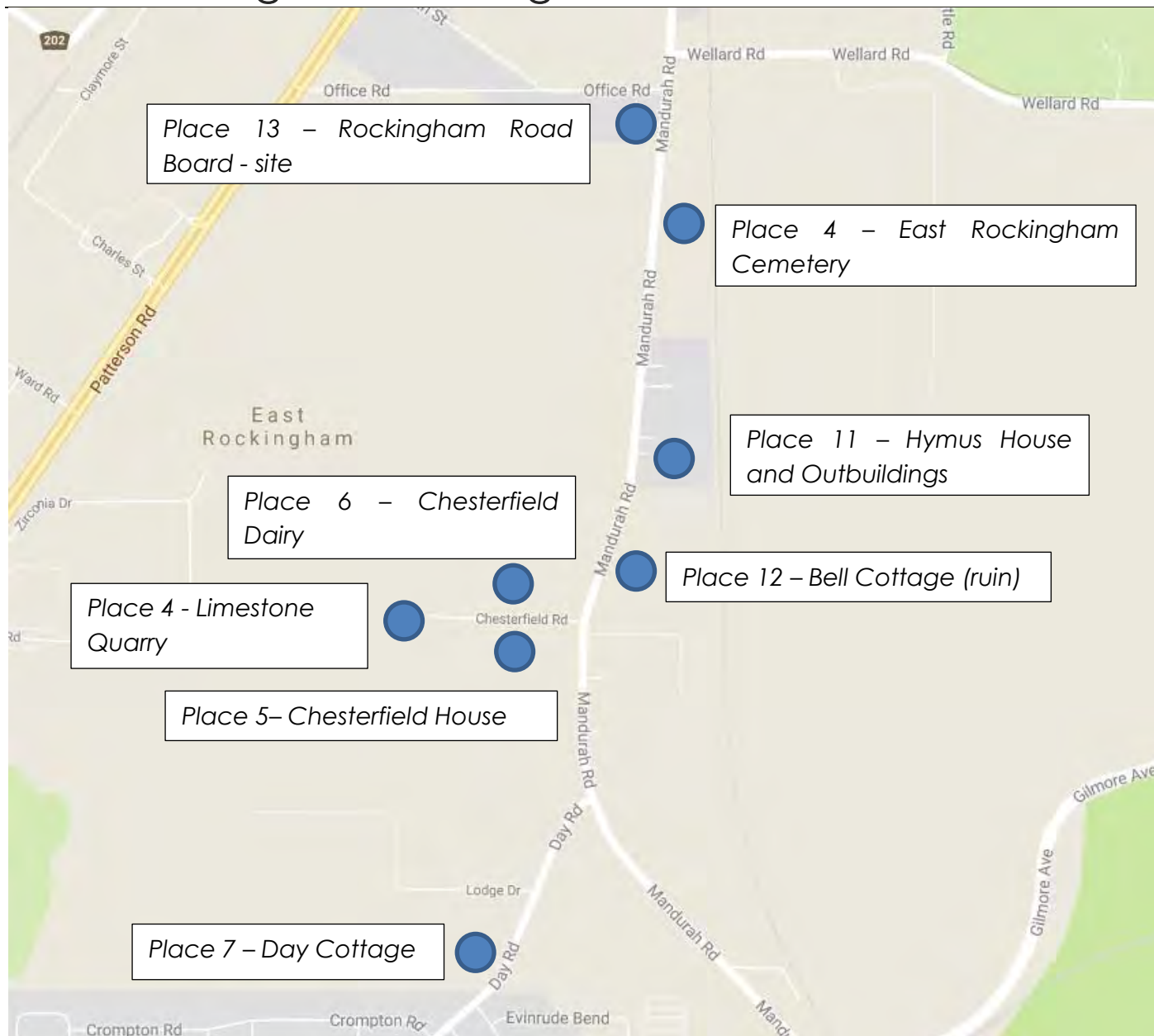
CONSTRUCTION DETAILS	
Construction Date:	1920
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The house has been demolished with no fabric remaining visibly extant. The site has been designated for industrial development and has been partially cleared.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: This site is the location of the home of Samuel Vernon Chalwell (1898-1965). The land on which the former residence was located was originally owned by the Sloan family. Helena Sloan married William McCormick in 1911 and Bill and his brother Ted McCormick built a home on the property in 1920. Bill and Lena McCormick lived at the house until the late 1920s when it was sold Sam Chalwell. Sam and his wife Ethel May, nee Pollard lived at the house until Sam's death in 1965. He recorded his occupation as a labourer but he also leased a small farm before combining with his in-laws to buy a small farm on the Mandurah Road. Sam was a member of the Salvation Army and organised and conducted the Boy's Brass Band who regularly performed at the Rockingham Hotel in the Inter War years. The house was demolished sometime between 1985 and 1995.	
Historic Theme:	Demographic settlement and mobility: land allocation and subdivision Occupations: grazing, pastoralism and dairying Social and civic activities: cultural activities
Associations:	Sloan family Chalwell family McCormick family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Rockingham District Historical Society Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with development of the area in the 1920s. the site has historic value for its association with prominent community member Sam Chalwell who made a significant contribution to the Rockingham community
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible – for example, with a plaque, place name, or acknowledge in new urban or architectural design.

East Rockingham Heritage Precinct

Place No: 9



Site locations approximate, base map courtesy Google maps.

SITE INFORMATION		
Place Name:	East Rockingham Heritage Precinct	
Other Names:	See physical description	
Street Address	Mandurah Road	
Locality	East Rockingham and Kwinana	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	Approximate 32.261552°S 115.782123°E	

HERITAGE LISTING	
SHO inHerit database number	3841
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	Individual Building or group
Original Use:	Farming/Pastoral:
Current Use:	Various
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	Various
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Metal: Corrugated iron
Architectural Style	Vernacular
Physical Description: East Rockingham Heritage Precinct is a grouping designating places that have originated in a similar phase of development which feature similar materials and methods of construction. The group comprises places within the City of Rockingham and the City of Kwinana: This inventory has authority only over the places within the City of Rockingham and these are shown below. Detailed place record forms are included in this inventory for these places. <ul style="list-style-type: none"> Place 4 - Limestone Quarry (c.1850) Place 5 - Chesterfield House (1855) Place 6 - Chesterfield Inn Stables/Dairy (1930s) Place 7 - Day Cottage (1882-85) Place 10 - East Rockingham Cemetery (1842) Place 11 - Hymus House and Outbuildings (1895-1905) Place 12- Bell Cottage (ruin) (1868) Place 13 - Rockingham Road Board Site (1905) 	
Those places within the City of Kwinana which are not included in this inventory are: <ul style="list-style-type: none"> P3316 Key Cottage (c.1854) P2327 Mead Homestead (1850) P12088 Paradise Cottage (c.1870) P12089 Pines Cottage (1854/5) P16042 Old Rockingham School Site (1865) P1434 Sloan Cottage (1911) P1433 Smirk Cottage (1905) P4624 Wheatfields (Tasker's Cottage) (1856) 	
Condition:	Various
Integrity	Moderate
Authenticity	Low-High

HISTORICAL INFORMATION	
Historical Notes: Each of these sites has been addressed individually within the Inventory where appropriate. As a group they demonstrate the settlement of the district in the mid to late 19th century and the establishment of small communities in a harsh and remote environment.	
Historic Theme:	People: Early settlers Demographic settlement and mobility: land allocation and subdivision Demographic settlement and mobility: settlements Occupations: <u>grazing, pastoralism and dairying</u>
Associations:	Bell family Hymus family Chester family Key Family Herbert family Thorpe Family
Sources:	Place 3841 documentation State Heritage Office

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the group has historic value for its association with the early settlement and development of the East Rockingham district. the group has aesthetic value as together they demonstrate the use of available materials in simple styles.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists).

East Rockingham Cemetery

Place No: 10



SITE INFORMATION		
Place Name:	East Rockingham Cemetery	
Other Names:		
Street Address	231 Mandurah Road	
Locality	East Rockingham	
Land Information:	Lot: 3095	Plan: 190473
	Reserve No:	C/T: LR3096/669
GPS	32.253534°S 115.782639°E	

HERITAGE LISTING	
SHO inHerit database number	3145
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Other Structures
Current Use:	Monument/Cemetery
Other Use:	Monument/Cemetery

CONSTRUCTION DETAILS	
Construction Date:	1866
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

Occupying approximately one hectare, East Rockingham Pioneer Cemetery is located on the east side of Mandurah Road in East Rockingham. Both sides of the road are planted with assorted mature trees including two prominent Moreton Bay Fig (*Ficus macrophylla*) trees near the entry gates on the western boundary. The north, south and west boundaries are enclosed by a fencing of open steel panels atop low limestone walls with full height supporting limestone piers. Designated paved footpaths are lined with various species of mature cypress trees and set amongst lawned grounds.

The cemetery has limestone and steel railing fences along its north, south and west boundaries. Access pathways within the cemetery are named in honour of early settlers.

Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

Plans for the establishment of a cemetery in East Rockingham began in 1847 when the beachfront was surveyed by Alfred Hillman. The survey included a Cemetery at Lot 50 but this proposal did not eventuate.

This site was designated as reserve 841 in 1866 and the first interment of Joseph Broughton, occurred on 13 October 1867. A plaque to commemorate his interment has been placed on the front stone wall of the cemetery in the Anglican A section.

In 1909, the cemetery was vested in the Shire of Rockingham Road Board and trustees of the cemetery were designated.

For the following 60 years, East Rockingham settlers were buried in the cemetery without any records being kept. In 1909, the cemetery was vested in the trustees but record keeping was not done methodically and in 1929, the Roads Board realised the scope of the problem and with the assistance of the Karrakatta Cemetery Board, long-time local resident John Bell was called upon to assist with the recording of names and locations of persons buried in the cemetery.

A burial register was not started until 1937 and many earlier interments that are not marked with a headstone, are unknown. By laws for the cemetery were established in 1956.

In 1992, the lot was resurveyed and the cemetery was enlarged and the new area was laid out as lawn sections. Also in 1993, the first niche wall, made of granite, was built and a further four brick niche walls have been constructed since this time.

In 2007, the name of this cemetery was officially altered to include the word "Pioneer" to better reflect the historical significance of the cemetery to the Rockingham region. On 1 November 2007 an agreement was made with the Metropolitan Cemeteries Board for the undertaking of burials and placing of ashes at East Rockingham Pioneer Cemetery.

On 30 June 2009 the cemetery was officially closed to the issue of new grants of burial, however existing grants may continue to be honoured.

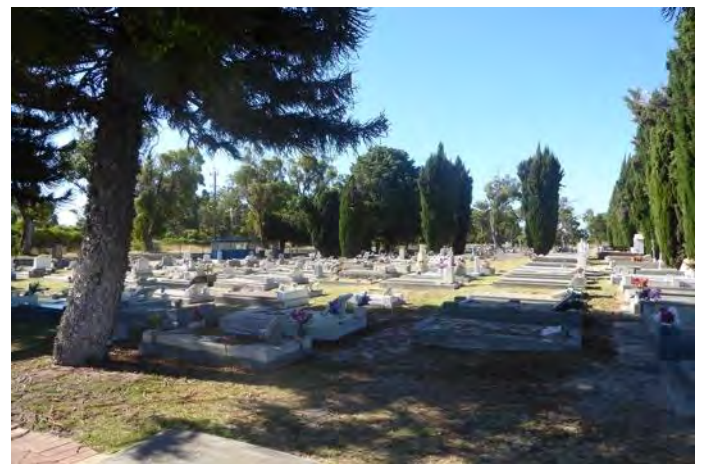
Historic Theme:	Social and Civic Activities: Cultural activities
Associations:	John Bell
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. City of Rockingham website, Cemeteries and Memorials, East Rockingham Pioneer Memorial. Rockingham District Historical Society.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value for the variety of monuments and fixtures, which display skills and craftsmanship in the disciplines of ironwork and stone masonry.
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	<ul style="list-style-type: none"> the place is a distinct landmark on Mandurah Road featuring a number of prominent tree plantings along its road edge. the place has historic value for its association with the European settlement of the area and provides a record of the development and growth in the region. the place is associated with individuals and families connected with the history of Rockingham and the development of the town and region.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved. 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).

ADDITIONAL PHOTOGRAPHS



East Rockingham Pioneer Cemetery, 1970s, courtesy Rockingham Museum

Hymus House, East Rockingham

Place No: 11



SITE INFORMATION		
Place Name:	Hymus House	
Other Names:		
Street Address	303 Mandurah Road	
Locality	East Rockingham	
Land Information:	Lot: 804	Plan: 055354
	Reserve No:	C/T: 2692/667
GPS	32.259480°S 115.781523°E	

HERITAGE LISTING	
SHO inHerit database number	2320
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	State Register of Heritage Places

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey residence
Other Use:	Commercial: Office

CONSTRUCTION DETAILS	
Construction Date:	1895-1905
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Metal: Corrugated iron
Architectural Style	Vernacular

Physical Description:

Restored single storey bungalow of vuggy limestone masonry construction with a corrugated iron hipped roof, penetrated by a brick chimney topped with two clay pots.

The roughly square plan bungalow and surrounding planted garden of mature shrubs and lawn are contained by a fence of brick piers and flat top timber palings atop low stone walls. The limestone walls of the building have been rendered, painted and feature timber framed windows with face brick quoining. The attached verandah is covered by an extension of the roof with a break of pitch, supported on timber posts and raised two steps from ground level.

The surrounding outbuildings are no longer extant including the former dairy building, loading ramp, shed with lean-to and concrete water tank.

Condition:	Excellent
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

The Hymus family was among the first to settle in east Rockingham in the 1850s. Daniel Hymus (1835-1920) (senior), who ran the then Port (now Rockingham) hotel, and his wife Fanny (nee Bell) (1848-1913) acquired the land on which Hymus house now sits in 1878 and lived in an earlier dwelling. Their son Daniel (1876-1932) built the current house c1895.

In 1935, the property was sold to farmer Joseph Stokes who developed it as a dairy.

In 2006, the cultural value of Hymus House was recognised officially when it was placed on the State Register of heritage Places. In early 2007, subdivision of old farmland surrounding Hymus house was approved, subject to the establishment of a Heritage Agreement which required urgent conservation works which included securing the building, replacing the roof sheeting was replaced and rebuilding the verandahs. The new owners restored the building as the company's administrative office.

Historic Theme:	People: Early settlers Demographic Settlement and Mobility: Settlements Occupations: Grazing, pastoralism and dairying
Associations:	Hymus family Stokes family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Hymus House Conservation Management Plan, Palassis Architects, 1999. Landgate land information and aerial photographs. State Heritage Office, Heritage Matters, Issue 28, April 2009, p20-21.

SIGNIFICANCE

Statement of Significance

The following statement is taken from the State Register Entry for place 2320 Hymus House and Outbuildings

Hymus House & Outbuildings, a Victorian bungalow style house constructed of vuggy lacustrine limestone and a roof clad in corrugated galvanised iron, together with outbuildings including Workers' Quarters and Dairy, has cultural heritage significance for the following reasons:

- the place is a visually prominent element in the East Rockingham landscape, and is a landmark on Mandurah Road;
- the place is a rare example of a vuggy lacustrine limestone structure, a local construction material commonly used in the East Rockingham area until the post-World War Two period;

	<ul style="list-style-type: none"> the House has aesthetic value arising from its physical proportions and construction in local stone; the place is a rare component of a clearly definable collection of buildings and sites from the early settlement of the district; the place has a strong association with the Hymus family who were among the earliest settlers in East Rockingham and were involved in the social and civic development of the district; the place is associated with the Stokes family who owned land and farmed in the district from the early 20th century up to the 1970s; the place contributes to the district's sense of history and permanence.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved. 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).

ADDITIONAL PHOTOGRAPHS

Images of Hymus House prior to restoration courtesy of the State Heritage Office website.



Bell Cottage (ruin), East Rockingham

Place No: 12



SITE INFORMATION		
Place Name:	Bell Cottage (ruin)	
Other Names:	Woodbine	
Street Address	371 Mandurah Road	
Locality	East Rockingham	
Land Information:	Lot: 9500	Plan: 054135
	Reserve No:	C/T: 2678/388
GPS	32.262428°S 115.781385°E	

HERITAGE LISTING	
SHO inHerit database number	2329
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	State Register of Heritage Places

PLACE TYPE	
Original Use:	Farming/Pastoral: cottage
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1868
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Metal: Corrugated iron
Architectural Style	Vernacular
Physical Description: Bell Cottage comprises a ruined colonial vernacular cottage with limestone masonry walls and remnants of corrugated iron and shingle clad roofing and the ruins of another structure some distance from the cottage which are believed to have been a limestone masonry barn. The building is fenced and inaccessible to the public and obscured from view by large trees.	
Condition:	Very poor
Integrity	Low
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: In 1854/55, James Bell (c1821-1911) a former ships carpenter and boat builder bought 20 acres of land from Henry Mead in Location 64, one of seven surveyed blocks that had been acquired by the latter. The land was timbered, with some swamp land towards the rear of the block, and adjacent to the Mead farm. In 1855, the Bell family including Jane Bell, nee Green (1823-1909) and their 4 children moved to East Rockingham from Mandurah where they had farmed since 1847. A hut was erected close to the swamp, with vegetables and fruit trees planted in the fertile soils. The site of the hut was, however, damp and cold in winter and, with four additional children, the hut proved too small for the family of ten. During the late 1860s, James Bell began the construction of Bell Cottage, also known as 'Woodbine' a larger and more substantial dwelling, built of stone and roofed with jarrah shingles. The vuggy lacustrine limestone used in the cottage is consistent with many of the buildings in the vicinity as the stone is a regional phenomenon. A limestone quarry located near Chesterfield Road may have been the origin or the stone may have been sourced closer to the cottage. Sometime after the construction of the cottage, a large stone barn was built to store hay. In 1911, after the deaths of Jane and James Bell, the property was transferred to James' son, John. John Bell died in 1936 and the property was transferred to Joseph Stokes, who let the cottage to tenants. With the development of the Kwinana industrial area from the early 1950s, the State Government began resuming land in the area for a proposed rail line and marshalling yards. Although the marshalling yards were not built, the condition of the cottage steadily deteriorated. In 1996, Westrail sold the property to a private owner who has subdivided portion of the land and fenced the former cottage and structures. The structures have continued to deteriorate since that time. The cottage has been indefinitely included on the State Register of Heritage Places on an interim basis.	
Historic Theme:	Occupations: Grazing, Pastoralism and dairying Occupations: Domestic Activities People: Early Settlers People: Local Heroes and battlers Demographic Settlement and Mobility: Settlements Demographic Settlement and Mobility: Workers
Associations:	James and Jane Bell Henry Mead Joseph Stokes
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Woodbine (Also known as Bell Cottage) Conservation Plan for City of Rockingham, November 1999 by Palassis Architects.

SIGNIFICANCE	
Statement of Significance	<p>The following statement is drawn from the State Registry Entry for Place 2329 prepared in 2001.</p> <p><i>Bell Cottage (ruin)</i>, a ruined Victorian Georgian cottage with limestone masonry walls and remnants of a shingle clad roof covered by corrugated iron, together with three peppercorn trees and the ruins of a limestone masonry barn, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • the place is one of the earliest land grants in the Rockingham region, and the cottage and barn on the property are among the region's oldest built structures; • the Victorian Georgian elegance of the cottage and its simple vernacular construction have considerable visual appeal, and together with the barn ruin and old peppercorn trees present an aesthetically pleasing composition. The building fabric has acquired, through many years weathering, a textual and tonal quality that harmonises with the surrounding environment; • the place is important for its close association with the James Bell family who were pioneers of the district, and specifically Jane Bell (nee Green) who arrived in Western Australia as an orphan sponsored by the Children's Friend Society [sic] and who, after suffering abuse in the hands of her custodian, came to the public eye in a legal case for the murder of her child; • the place is part of the documented life of James and Jane Bell which, involving an advancement from humble beginnings to a situation of land ownership, business success and respectability; • the cottage in particular is highly valued by long term residents of Rockingham because it is a tangible reference to the district's history, residents having fought for its preservation for approximately thirty years; • the authenticity of the cottage and its visual qualities makes it one of the more evocative and memorable ruins in the near vicinity of Perth, and a landmark along Mandurah Road; • the place has considerable archaeological potential which may provide information relating to domestic life during the early period of this state's settlement. Relatively few sites of this nature have been investigated; and, • the place is an important component of a clearly definable precinct containing cultural and natural heritage sites.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Thorpe, Thomas and Bell Cottages Conservation Plan 1997.</p>

ADDITIONAL PHOTOGRAPHS



Bell Homestead, c1900, courtesy Rockingham Museum

Roads Boards Office – Site, East Rockingham

Place No: 13



SITE INFORMATION

Place Name:	Roads Boards Office and East Rockingham School - Site	
Other Names:		
Street Address	90 Office Road	
Locality	East Rockingham	
Land Information:	Lot: 622	Plan: 117585
	Reserve No:	C/T: 398/147
GPS	32.250430°S 115.781750°E Approx	

HERITAGE LISTING

SHO inHerit database number	19937
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	Historic Site
Original Use:	Governmental: Office or Administration Building
Current Use:	Vacant/Unused
Other Use:	Educational: Primary School

CONSTRUCTION DETAILS	
Construction Date:	1897
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

Plaque to commemorate the proclamation of Rockingham to city status on 12 November 1988. The original road board's building has been lost and the corner site is now a Water Corporation site with no other indication that a building was located there apart from the memorial.

Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION**Historical Notes:**

The Rockingham Roads Board was established in 1897 with inaugural members John Thorpe, William Day, George Mead, John and James (Jnr) Bell, Daniel Hymus and Charles Parkin, J.P. who was the Chairman. In 1905, a small one roomed timber building, with a stone frontage was built on this site on the corner of Office Road and Mandurah Road.

In 1933, the Roads Board office was leased by the Education Department to supplement accommodation for the East Rockingham School, which was located on the other side of Mandurah Road on the corner of Wellard Road. At the same time, the Roads Board decided that their office was too far from the town and eventually moved into a rented accommodation at Rockingham.

In the following year, a contract was let to A. Woodhouse for a new 30 foot by 20 foot school room on the block of land on Office Road, adjoining the old Road Boards Office. These buildings were sufficient until 1953, when the construction of the Oil Refinery at Kwinana brought a sudden increase in the number of scholars and subsequently, a two-room Bristol prefabricated building was added to the school. In later years, the number of scholars declined due to the development of Medina and decline in Kwinana Beach as a residential area. The school was closed in c. 1975 and the buildings were removed.

In 1929, the Rockingham Road Board requested the State Centenary Committee that a tablet be placed at the East Rockingham School site (cnr Wellard and Mandurah Roads) as it was believed at that time to be the oldest school still operating in the state. It has not been established if a tablet was installed at the site and there is no evidence of a table at the site today [2017].

Historic Theme:	Demographic Settlement and Mobility: Settlements Social and Civic activities: Education and science Social and Civic Activities: Government and politics
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The Daily News</i> , 16 September 1929, p. 5.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the Rockingham Roads Board, first formed in 1897, which included prominent local members C. Parkin, J. Thorpe, D. Hymus, John Bell, James Bell, W. Day and G. Mead. the place has historic value for its association with the earliest school in East Rockingham established in 1897 which functioned at this site until 1975.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

First Rockingham Road Board Offices c1974, courtesy Rockingham Museum



East Rockingham School c1988, courtesy Rockingham Museum

"Rockingham" Cairn, East Rockingham

Place No: 14



SITE INFORMATION		
Place Name:	"Rockingham" Cairn	
Other Names:		
Street Address	Rockingham Beach Road	
Locality	East Rockingham	
Land Information:	Lot: 439	Plan: 205970
	Reserve No:	C/T: LR3153/797
GPS	32.261434°S 115.747140°E	

HERITAGE LISTING	
SHO inHerit database number	18488
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Monument/Cemetery
Current Use:	Monument/Cemetery
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1971
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Stone monument characterised by its random coursing and curved form. The monument is approximately 2.5 m tall located in Governor Reserve at the northern end of the foreshore parks. The cairn has two plaques commemorating the population of Western Australia reaching 1 million citizens in 1971 and the ship 'Rockingham' bringing 172 settlers to the Swan River Colony in 1873.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: This cairn was erected in 1971 by the Shire of Rockingham to commemorate two significant events. The first event was when the ship 'Rockingham' was blown ashore near the site during a storm on 14th May 1830. No lives were lost in the disaster and the ship was saved. Those on board the vessel were 172 settlers including 75 children who had taken the journey from England to settle in the new colony. The second event marked by this cairn was when the population of Western Australia exceeded one million people in 1971. The Rockingham District Historical Society contributed to the construction of the cairn. A ceremony was held on 28th May 1971 by the local MLA E. C. Rushton to unveil the plaques. The stones used in the construction of the cairn were ballast stones brought by sailing ships to the port of Rockingham.	
Historic Theme:	Social and civic activities: Cultural activities
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the dramatic arrival of the ship 'Rockingham' which gave its name to the town. the place has social value for the community of Rockingham who organised to build this memorial in the 1970s and for its ongoing presence in the community since then. the place has historic value for its association with the moment in Western Australia's history in which the population exceeded one million which provided a marker of the development of the state.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Kwinana Grain Terminal, Granary Museum and Jetty, East Rockingham

Place No: 15



SITE INFORMATION		
Place Name:	Kwinana Grain Terminal, Granary Museum and Jetty	
Other Names:		
Street Address	Rockingham Beach Road	
Locality	East Rockingham	
Land Information:	Lots 1304 and 1585	Plans: 173579 and 191087
	Reserve No:	C/T: 1925/396 LR3124/746
GPS	32.259329°S 115.752275°E	

HERITAGE LISTING	
SHO inHerit database number	18482
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Industrial/Manufacturing: Silo Transport/Communications: Water - Jetty
Current Use:	Industrial/Manufacturing: Silo Transport/Communications: Water - Jetty Educational: Museum
Other Use:	
CONSTRUCTION DETAILS	
Construction Date:	1969-1975
Walls:	Concrete: reinforced

Roof:	Metal: Corrugated zinc coated steel
Architectural Style	Late Twentieth Century
Physical Description: Substantial complex that has become part of the Rockingham/Kwinana foreshore and a landmark for the area. The complex consists of vertical grain silos, the two horizontal storage units to the rear of the site, the shipping gallery and jetty across Rockingham Beach Road and the Museum building. The jetty/shipping gallery is located a distance from silo but connected via a long enclosed jetty that extends under the road to the main silo building. The jetty is 752m long with the shipping gallery being 291m. The vertical silo building consists of two ranges of silos, separated by a 12 storey building known as the 'Workhouse'. The grain travels along the jetty on the shipping conveyors before unloading onto the waiting ships via the four ship loaders. The silos are constructed from reinforced concrete. The Museum is housed in a simple brick building located to the front of the silos.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION

Historical Notes:

The Kwinana Grain Terminal and jetty are part of the industrial complex that was developed through partnerships of state and private investment in the 1950s and 1960s. The advantages of Cockburn Sound as a deep water port in contrast to Fremantle port, the availability of land and rail access led to the decision to develop the small settlement of Kwinana as an industrial complex.

The need for a larger grain terminal was recognised in the mid-1960s as Western Australia's grain production increased. Although the facilities at Fremantle had been enlarged the site was limited and the port could not be deepened for the ever increasing size of the bulk carriers.

Co-operative Bulk Handling Limited which handles the state's grain crop secured the finance to build the terminal and works began in 1969. The first shipment of grain was loaded in that year and the terminal was completed in 1975.

The site chosen for the terminal is on the landward side of Rockingham Road to enable access to the beach is still possible. The series of massive storage cells are used for the cleaning, sorting, weighing and storage of most of the grain crop in Western Australia. The grains are then loaded onto the elevators, or transfer galleries, for loading onto the bulk carriers. The galleries are located under Rockingham Road and part of the beach before rising up above sea level for loading onto the ships. The jetty is over 300 meters long and carries the galleries to three loading berths located on a jetty running parallel to the shore. All of the operations are controlled from a central control room within a control tower.

The granary museum was established on the site in the early 1990s and is open periodically to the public. It tells the history of grain production in Western Australia and has been revised in 2011 to include interactive displays.

Historic Theme:	Occupations: Grazing, pastoralism and dairying Demographic settlement and mobility: Government Policy Transport and communications: River and sea transport
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, pp. 242-243.
SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the grain terminal and jetty have aesthetic value as a landmark in the district for its bold colouring, large monolithic structure and location in a predominantly flat landscape. the grain terminal and jetty have historic value for their association with

	the development of the industrial complex in the late 1960s and early 1970s which was fostered by the state government and implemented by private companies.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS

Dato Shipwreck, Garden Island

Place No: 16



Image courtesy WA Museum Shipwreck database

SITE INFORMATION		
Place Name:	Dato Shipwreck	
Other Names:		
Street Address	Careening Bay	
Locality	Garden Island	
Land Information:	Lot: N/A	Diagram/Plan: N/A
	Reserve No:	C/T:
GPS	32.236142°S 115.692514°E	

HERITAGE LISTING	
SHO inHerit database number	18622
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Register of the National Estate WA Museum Shipwrecks database

PLACE TYPE	
Original Use:	Transport/communications: Water: Ship
Current Use:	Shipwreck
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	Built 1872; Wrecked 1893
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Wreck site located in Careening Bay, Garden Island. The wreck is believed to be still in existence.	
Condition:	N/A
Integrity	None
Authenticity	Little

HISTORICAL INFORMATION	
Historical Notes: <p>Dato was built in 1872 at Ekeniis, Finland, and originally named Ekenäs. It had one deck. In early 1893 after arriving at Fremantle with a cargo of coal from Newcastle, NSW, the brig was chartered by W. D. Moore and Company to load jarrah paving blocks at Quindalup for London. It took on board a full cargo of 400 loads from Henry Yelverton's mill. One report stated that the vessel was awaiting clearance papers which had been applied for two days previously (Inquirer, 31 March 1893). Another reported that, having loaded the cargo, the captain delayed departure for two days 'in order to make everything snug for the long voyage' (West Australian, 1 March 1893: 6e).</p> <p>A gale struck from the north-east during the morning of Monday 27 February 1893. This increased in ferocity during the day, changing direction to northerly around 4.00 p.m. The strongest winds and highest seas seen in the area for twenty years drove the <i>Dato</i> ashore north-west of the jetty. The vessel lost its mainmast and came to rest about a kilometre offshore, where it was later condemned as a wreck.</p> <p>The Court of Inquiry into the stranding of the brig <i>Dato</i> resulted in the captain having two charges brought against him—the first, that of a breach of the Port Regulations; the second, that of not striking his topgallant yards when the barometer showed signs of the approach of a storm (Inquirer, 31 March 1893). He was let off with a caution but had to pay £8 court costs.</p> <p>The wreck of the <i>Dato</i> was bought by timber merchant, Henry Yelverton and a local master mariner named Reid. After plugging several holes and pumping out the water, the jarrah blocks were off loaded. Further examination revealed that some of the planks were badly damaged, and these were replaced. The vessel was then sold as a hulk to W.D. Moore and Company, who in early 1895 had it towed to Fremantle by the tug Dolphin, where it arrived on 31 January. It was used for a period as an explosives store, and subsequently sank in Careening Bay, Garden Island, where it now lies.</p>	
Historic Theme:	Transport and communications: River and Sea transport Outside influences: Natural disasters
Associations:	Henry Yelverton W.D. Moore
Sources:	WA Museum Shipwreck database, Dato (1893/03/27) http://www.museum.wa.gov.au/maritime-archaeology-db/wrecks/dato

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the development of export in the late 19th century and demonstrates the challenges of shipping.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible.

ADDITIONAL PHOTOGRAPHS



Dato: Courtesy WA Museum Shipwreck database

Z Force Memorial, Garden Island

Place No: 17



SITE INFORMATION		
Place Name:	Z Force Memorial, Garden Island	
Other Names:		
Street Address	Dampier Road	
Locality	Garden Island	
Land Information:	Location: 9	Plan: 226190
	Reserve No:	C/T: 41/79
GPS	32.222924°S 115.686315°E	

HERITAGE LISTING	
SHO inHerit database number	11613
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Monument/Cemetery: Memorial
Current Use:	Monument/Cemetery: Memorial
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	n.d.
Walls:	Stone and concrete
Roof:	
Architectural Style	Memorial
Physical Description: Stone and concrete memorial commemorating the personnel with the Z-force who trained on Garden Island during WWII.	
The memorial is located on the western side of Dampier Road in a cleared area of natural bushland. Lawns have been laid to create a formality to the area. The memorial itself is situated at the western boundary of the cleared site, atop a slight incline and flanked by flagpoles. A low stone wall is constructed to the east of the memorial creating a retaining wall for the platform. Steps lead to the Memorial.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Z-Force Memorial was erected on Garden Island as a memorial to the members of the Services Reconnaissance Department, also known as 'Z- Force' who died while on missions during World War II. This unit, which was formed in 1942, trained on Garden Island during WWII.	
Z Force was the unofficial and popular name for Z Special Unit. It was one of Australia's independent forces that operated behind enemy lines in the South-West Pacific during World War Two. Although it consisted of mainly Australian and British personnel, it also contained operatives from the various allied forces including China and resistance fighters from the Japanese conquered South Asian region.	
The Z Specials' achievements on more than 80 operations into enemy-occupied territories in the Pacific and Southeast Asia theatres were classified for decades. This secret element of the Australian forces relied largely on the wits and initiative of individual soldiers from diverse backgrounds who often had little knowledge of the areas in which they were sent to operate.	
The original location of the memorial was closer to the beach, in an area where the Naval facilities were constructed and it was moved prior to the construction of HMAS Stirling to current location at the west side of Dampier Road.	
Historic Theme:	Outside Influences: World Wars and other wars
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Lynette Ramsay Silver OAM website, http://lynettesilver.com/special-operations-australia/soa-z-and-m-special-units-2/

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a symmetrically designed stone memorial located within a raised grassed plinth, in an elevated landscaped setting. the place has historic value for its association with the Z Force Reconnaissance Division who trained on Garden Island and made a significant contribution to the war effort during World War II. the place has social value for the former members of Z Force and their families as the memorial recognises the contribution of this organisation.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



*Memorial prior to relocation, 1962
Courtesy Rockingham Campus Community Library*

Garden Island Batteries, Garden Island Place No: 18



SITE INFORMATION		
Place Name:	Garden Island Batteries	
Other Names:	Challenger (J Gun) Battery, Beacon Battery, Scriven Hill Battery and Collie Section Battery	
Street Address	Garden Island	
Locality	Garden Island	
Land Information:	Locations 9 and 696	Plan: 226190
	Reserve No:	C/T: 641/79
GPS	32.158478°S 115.662148°E Approx	

HERITAGE LISTING	
SHO inHerit database number	18495
City of Rockingham MI	Adopted: 3/25/2008
Other Listings	

PLACE TYPE	
Original Use:	Military: Gun Emplacement
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1942
Walls:	Concrete, brick
Roof:	Concrete
Architectural Style	Military
Physical Description: The four batteries are in various conditions. All are constructed to a military template seen in other sites along the Fremantle Fortress coastline including Oliver Battery on Rottnest, 'k' Battery on Point Peron and Leighton Battery. All are functional and utilitarian in design and form, being constructed of brick and reinforced concrete.	
Condition:	Fair to ruins
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: In the 1930s seaborne trade, both coastal and overseas was still of great importance to Australia. The incident of the German raider the Emden near the Cocos Islands in November 1914 highlighted the vulnerability of the west coast of Australia. The 'Singapore Strategy' was adopted in Australian defence policy with reliance on a strong Navy for Australian defence over a standing army and air force. Because of the deteriorating international situation the Commonwealth Government started to construct a network of coastal defences. The 1941 sinking of HMAS Sydney off the coast of Western Australia and the fall of Singapore in 1942 reinforced the feeling of vulnerability of the western coast and the importance of Fremantle. New coastal defences were concentrated around Fremantle. By 1944 Fremantle was protected by one of the largest and most comprehensive gun systems available for any Australian port—nine coastal batteries manned by 47 officers and 829 other ranks. The defences covered all approaches to the port from seaward. The Fremantle harbour, as well as being a vital trade port for Australia, provided a base to Allied submarines with some 170 submarine making a total of 416 highly successful war patrols out of Fremantle during World War II. Boom defences were installed at Cockburn Sound in 1942 to protect shipping against enemy submarines—submerged nets attached to jarrah poles into the sea bed at north and south of the island. The German Navy conducted a U-Boat campaign in the Indian Ocean in late 1944 to foil allied ships gaining provisions from Australia for the impending invasion of Europe. The four gun batteries established on Garden Island as fixed coastal defences were part of the larger network of coastal defences. Challenger Battery ('J' Battery) on the northwest coast with two 155mm guns—was matched by a similar battery on Rottnest and protected access to the Port of Fremantle. Built in 1942 it was also positioned to assist the Peron Battery in the defence of Cockburn Sound. Beacon Battery on the northeast coast was built second and Collie Battery on the south coast. Both had two 4-inch embanked guns each to protect the submarine booms. Beacon was to protect the seaward leg of the naval boom defence. Collie was to protect the boom defence barrier extending from the island to Cape Peron. Scriven Battery on the west coast with two 9.2-inch guns. It was the last to be built and its two guns provided the seaward defence system. To support the batteries the island was developed with roads, water supply, power and communication facilities. Two anti-aircraft search light stations and two anti-aircraft gun stations were also constructed in addition to three forward observation posts. The personnel required to service these facilities were housed on the island, largely in tents and little evidence remains of these elements apart from changes in the landscape as a result of the dug-outs for latrines.	

The development of improved air protection for Australia subsequently reduced the need for naval protection and the need for coastal defences during World War II. The Gun covers at Scriven were never completed. By 1945 all guns had been removed apart from Scriven which was placed in combat storage and sold for scrap in 1962.

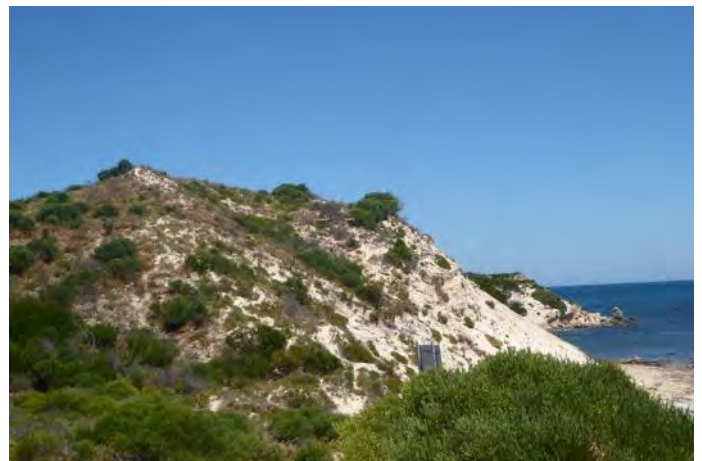
Historic Theme:	Outside Influences: World Wars and other wars Demographic Settlement and Mobility: Government Policy
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Garden Island Heritage Management Plan, for the Australian Department of Defence, by Godden Mackay Logan, January 2013.

SIGNIFICANCE	
Statement of Significance	<p>Garden Island Battery Complex is a collection of structures constructed in 1943 including gun emplacements, observation posts, operations and ammunitions bunkers, and several other ancillary elements which together were part of a network of defence strategies around the port of Fremantle. The place has cultural heritage significance for the following reasons;</p> <ul style="list-style-type: none"> • the place, together with the other elements of Western Australia's coastal defence system, known as 'Fremantle Fortress' erected in response to external threats during WWII and together have the potential to yield information about coastal defence strategies; • the Battery Complex demonstrates technical achievement in its design – the guns were placed to enable them to cover any shipping approaching within range south of Rockingham and Safety Bay and the western approaches to Garden Island, as well as providing cover for the boom defence which was laid across South Channel; • the remaining built elements of Garden Island Battery are representative of WWII coastal defence architecture, of functional design and simplistic but robust construction used by the military engineers in a remote sand dune environment; • Garden Island Battery is associated with members of the Australian Army specifically the Artillery who served at this site or similar batteries. It is also valued by members of this cohort for its demonstration of past techniques and practices;
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved.</p> <p>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).</p>

ADDITIONAL PHOTOGRAPHS







J.F. Mills' Residence – Site and Tree, Garden Island

Place No: 19



SITE INFORMATION		
Place Name:	J.F. Mills' Residence – Site and Tree	
Other Names:		
Street Address	Hamelin Road	
Locality	Garden Island	
Land Information:	Location: 9	Plan: 226190
	Reserve No:	C/T: 614/79
GPS	32.230527°S	
	115.686572°E	

HERITAGE LISTING	
SHO inHerit database number	18481
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	Historic Site
Original Use:	Residential: Single Storey residence
Current Use:	Vacant/ Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	Built 1908; demolished 1970s
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

The original residence was demolished in the 1970s with the only remaining element being the large pine tree.

Condition:	Good
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
<p>Historical Notes:</p> <p>John Frederick Mills (1872-1959) was an early resident of Garden Island and built his holiday home there c1908. Born in NSW, Mills settled in Western Australia c1900 to establish a pottery business in Maylands. His family settled in Maylands and lived there until his death in 1959.</p> <p>John Mills took a lease of land on Garden Island and built a holiday home for his family. The materials for the house were ferried on barges from Fremantle.</p> <p>The house was demolished sometime in the 1970s and the large pine tree planted in the grounds of the property is the only evidence of the former residence.</p>	
Historic Theme:	People: early settlers Demographic settlement and mobility: settlements Occupations: Hospitality industry and tourism
Associations:	John Frederick Mills Mills Family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Rockingham District Historical Society

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the time in which Garden Island was used as a holiday destination. the site has historic value for its association with John Frederick Mills and his family.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

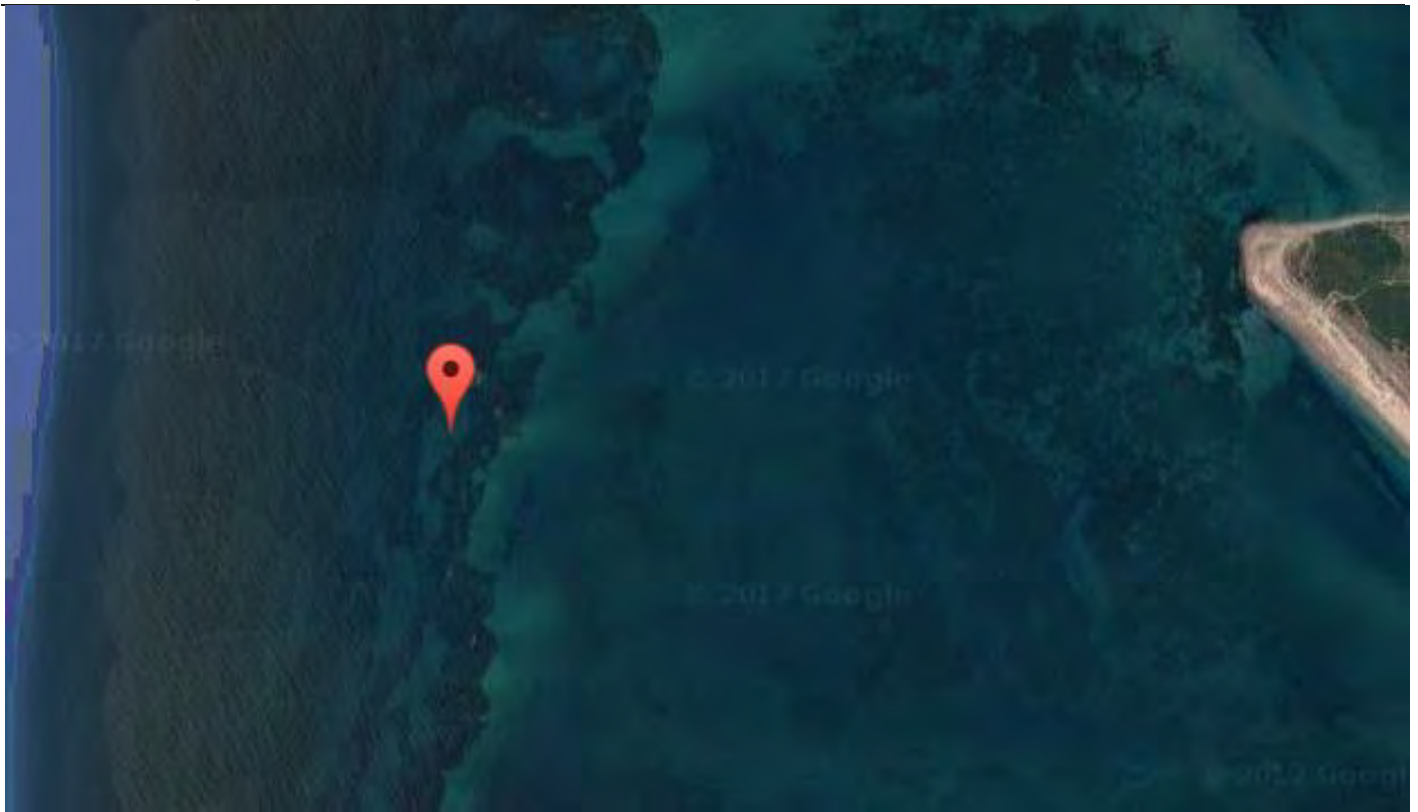
ADDITIONAL PHOTOGRAPHS



J.F. Mills Residence, 1908, courtesy Rockingham Museum.

Star Shipwreck, Garden Island

Place No: 20



SITE INFORMATION		
Place Name:	Star Shipwreck	
Other Names:		
Street Address	Murray Reef	
Locality	Garden Island	
Land Information:	Lot: N/A	Diagram/Plan: N/A
	Reserve No:	C/T: N/A
GPS	32.376511°S 115.683833°E	

HERITAGE LISTING	
SHO inHerit database number	18732
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Register of the National Estate WA Museum Shipwrecks database

PLACE TYPE	
Original Use:	Transport/communications: Water: Ship
Current Use:	Shipwreck
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	Built 1876; Wrecked 1880
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

Wreck site lies in 2.7m of water about 3 km south of the Sisters Rocks on the Murray Reef, east of Point Peron. During the latest site inspection, in 2004, it was noted that very little of the vessel remains at the site, the remains having been broken up or degraded by the high energy environment.

Condition:	N/A
Integrity	None
Authenticity	Little

HISTORICAL INFORMATION**Historical Notes:**

The 70-ton, two-masted, fore-and-aft schooner 'Star' was built in 1876 by veteran Fremantle boat builder Thomas Mews for local merchants J. and W. Bateman. Batemans initially were unsure as to where they would employ the Star and decided to send her to Batavia with a cargo of jarrah. However, it seems that the vessel was utilized as a whaling vessel instead, as by late 1877 it was whaling at the Rosemary Islands. The Star's initial whaling venture was a success with a return to Fremantle of 147 casks of oil. During mid-1880, the Star was fitted out for a short whaling expedition south of Fremantle to Geographe Bay.

On 28 February the Star left port under the command of Captain John Sheppard with a crew comprised of Malays. After an unsuccessful whaling trip to Geographe Bay, Captain Sheppard sailed north of north-east for the Rottnest Island light, heeding the warning of Bateman not to steer a too easterly course. At 1 a.m. the Captain altered the vessel's course two points to the east assuming this would head the vessel toward the north end of Garden Island. Unfortunately at 3 a.m. breakers were sighted off the starboard bow. The Captain removed the Malay in charge of the wheel, but only succeeded in jamming the wheel down in the confusion. The schooner at once swung toward the reef striking it violently. It was reported to have sunk with its whaling gear aboard.

An excavation of the site was carried out by the Museum in 1983. Since this was the first locally-built ship to be investigated by the Museum, the main interest was the hull—found to be in good condition and made of local wood. After analysis, these were determined to be jarrah, a sapwood, red mahogany and red gum (the latter two possibly of New South Wales origin).

No whaling equipment was found, but large pulleys indicated a need to lift heavy, bulky cargoes. Among the artefacts recovered were a brass ship's log, a penny dated 1876 and various types of ceramic wares.

Historic Theme:	Transport and communications: River and Sea transport
Associations:	Thomas Mews J and W Bateman Captain Sheppard
Sources:	WA Museum Shipwreck database, Star (1880/10/20) http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-517

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> The <i>Star</i> has historic value as it was the first locally-built vessel investigated by the WA Museum and it is associated with local merchants and ship owners, Batemans and local shipbuilder Thomas Mews.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible.

Cliff Point Historic Site, Garden Island

Place No: 21

**SITE INFORMATION**

Place Name:	Cliff Point Historic Site	
Other Names:	Foundations of Stirling's Hut, Well at Sulphur Bay and Sulphur Town	
Street Address	Sulphur Bay	
Locality	Garden Island	
Land Information:	Location 9	Plan: 226190
	Reserve No:	C/T: 641/79
GPS	32.187562°S 115.675864°E Approx	

HERITAGE LISTING

SHO inHerit database number	18184
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	Register of the National Estate

PLACE TYPE

	Historic Site
Original Use:	Monument/Cemetery
Current Use:	Monument/Cemetery
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1979
Walls:	Reinforced concrete
Roof:	N/A
Architectural Style	N/A
Physical Description: A large memorial has been built on Cliff Head, comprising a circular concrete platform with two commemorative plaques mounted on piers and an abstracted coastal map showing the relationship between Rottnest Island, Penguin Island, Garden Island and the mainland it is also representative of the Waugal. Nearby the monument is a well, known as Stirling Well, which was dug by hand and believed to date from the early settlement. Archaeological evidence is also likely to be in evidence given the minimal disturbance since the early 19th century.	
Condition:	Good although evidence of spalling in the concrete is visible due to the rusting of the reinforcements
Integrity	None
Authenticity	Little

HISTORICAL INFORMATION	
Historical Notes: Garden Island, known as Meeandip by the local Nyungar people, was named Ile de Bauche during the expedition led by Frenchman Nicholas Baudin in 1801. In 1827, Captain James Stirling visited the Swan River region and reported favourably on the area. Before returning to Britain, Stirling landed surplus livestock from his ship on the Ile de Buache. In 1828, Stirling sailed again for the Swan River in order to establish a permanent settlement. Captain Charles Fremantle, commanding the gun boat Challenger, was sent ahead of the main party and he arrived on the island he renamed Garden Island in April 1829. Fremantle prepared the place for the arrival of Stirling and the settlers in the following month aboard the ships, Sulphur and the Parnelia. On Garden Island, a well was dug, ground cleared and prepared for gardens. In addition, huts, stores, stockyards and roads were constructed. The small settlement at Sulphur Bay grew to accommodate over 400 people, including the ship's crew. Within two months, surveys of proposed land grants in the Swan River region were completed, and the movement of free settlers to the mainland commenced. The Sulphur Town settlement came to an end in 1834 when crew from the 'Lonach' accidentally burnt down the entire village after they came ashore at Cliff Head on Sulphur Bay. The site has been burned a number of times since 1834 and it is overgrown with shrubs and some introduced plant species. Archaeological remains which have been identified include a small patch of limestone believed to be site of Stirling's Hut; a well; and, the site of a bottle dump. Areas of the site are considered to have some archaeological potential due to the relative lack of disturbance and heavy bush. A memorial to the early settlement was built at Cliff Head overlooking Sulphur Bay in 1979 as part of the Western Australian celebrations of the 150 th year since the arrival of Captain James Stirling and settlers.	
Historic Theme:	Demographic Settlement and Mobility: Settlements People: Famous and infamous people
Associations:	Sir James Stirling Captain Charles Fremantle
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the first site occupied by Governor Stirling's party in 1829 when founding the colony. the place has research value for its potential for archaeological finds due to its relative isolation and undisturbed condition.

Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places The place should be retained and conserved. 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)

ADDITIONAL PHOTOGRAPHS



Peelhurst (ruins), Golden Bay

Place No: 22



SITE INFORMATION		
Place Name:	Peelhurst (ruins)	
Other Names:	Thomas Peel Jnr's Homestead	
Street Address	178 Dampier Drive	
Locality	Golden Bay	
Land Information:	Lot: 40	Diagram: 080615
	Reserve No:	C/T: LR3018/476
GPS	32.425857°S 115.769962°E	

HERITAGE LISTING	
SHO inHerit database number	3256
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Farming/Pastoral: cottage
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1860
Walls:	Stone: limestone
Roof:	N/A
Architectural Style	N/A
Physical Description: Limestone ruins of the former Peelhurst cottage. Evidence of the floor plan remains partially evident but the majority of the fabric has been lost. Legibility of the cottage is no longer evident. The remaining fabric is deteriorating quite rapidly.	
Condition:	Poor
Integrity	Low
Authenticity	Low

HISTORICAL INFORMATION	
Historical Notes: Peelhurst ruins are the remnants of a stone cottage built by Thomas Peel Jr (Tom Peel) in the early 1860s. The cottage was within a large landholding which Tom Peel named 'Peelhurst'. The cottage was never completed but was occupied by Peel and his housekeeper Mrs Spencer until approximately 1882 when the property was sold to brothers William and George Paterson. The Paterson's acquired the landholding, to provide a coastal run for their sheep from their property 'Creaton' in Pinjarra. The cottage was not permanently occupied during ownership by the Paterson family although a caretaker did occupy the cottage for some periods. The Paterson's subdivided the large landholding and in 1949 the lot on which the Peelhurst ruins were located was sold to engineer Cyril Robbins. In the 1960s, the large landholding was subdivided for residential lots and sold under the name 'Golden Bay'. Since that time Golden Bay has slowly developed from a holiday destination to being absorbed within the greater Perth metropolitan area. The lot on which Peelhurst ruins are located was acquired by the City of Rockingham in 1991 and it has been maintained as a reserve since that time.	
Historic Theme:	People: Early settlers Demographic settlement and mobility: land allocation and subdivision Occupations: Grazing, pastoralism and dairying
Associations:	Thomas Peel Junior William and George Paterson
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Peelhurst Ruins, Lot 40 Dampier Drive, Golden Bay Conservation Management Plan, March 2011 prepared by Hocking Planning and Architecture for the City of Rockingham

SIGNIFICANCE	
Statement of Significance	<p><i>The following statement is taken from the Peelhurst Ruins Conservation Management Plan prepared in 2010.</i></p> <p>Peelhurst ruins are the remains of a single storey limestone rubble cottage built c.1860 by Thomas Peel Jnr (Tom Peel) as his residence. Adjacent to the ruins are plantings which demonstrate former occupancies. These include an olive tree, fig trees and introduced plantings used for decorative purposes and kitchen garden plants. The ruins are located within an informally landscaped setting which features a former track and depression, which may relate to water procurement or storage. The place has cultural heritage significance for the following reasons;</p> <ul style="list-style-type: none"> • Peelhurst ruins are an example of early stone construction in the Rockingham region which demonstrate the form and scale of housing in the mid-19th century. • The place is associated with the earliest settler in the region, Tom

	<p>Peel who established his landholding, Peelhurst in the early 1860s. It is also associated with the Paterson family who owned the landholding from 1882 to 1949 who were significant in the establishment of farming in the region;</p> <ul style="list-style-type: none"> • The use of ticket-of-leave labour in the construction and establishment of the Peelhurst landholding and possibly the cottage is indicative of the type of work undertaken by these men and demonstrates the contribution they made to the development of the colony in the 19th century; • Peelhurst ruins are of exceptional archaeological significance. Preliminary research has established artefact deposits located to the west of the site and there is potential for artefacts to be located in the subsurface deposits within and around the ruin, relating to the occupation and use of the place; • The presence of the adjacent fig trees is of value as it demonstrates the evolution of farming practice in Western Australia in response to local conditions, and; • The place has aesthetic value as a landmark within Golden Bay and for its scenic collection of elements within the natural landscape.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Peelhurst Ruin Conservation Plan 2011.</p>

ADDITIONAL PHOTOGRAPHS





Peelhurst, n.d., courtesy Rockingham Museum



Jan 4, 1929 (Miss Jean Forman, Cr Marsh, Miss Alison Nichols)

Courtesy of Mandurah Community Museum

Abattoir and Stables, Hillman

Place No: 23



SITE INFORMATION		
Place Name:	Abattoir and Stables	
Other Names:	Old Abattoir	
Street Address	Cnr Dixon Road and Darile Street	
Locality	Hillman	
Land Information:	Lot: 501	Plan: 077249
	Reserve No:	C/T: LR3166/272
GPS	32.277924°S 115.772361°E	

HERITAGE LISTING	
SHO inHerit database number	3126
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	State Register of Heritage Places

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Industrial/Manufacturing: Abattoir
Other Use:	Vacant/Unused
	Farming/Pastoral: Stable
	Farming/Pastoral: Dairy

CONSTRUCTION DETAILS	
Construction Date:	1940s
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Tile: terracotta
Architectural Style	Vernacular
Physical Description: <p>The ruins of the limestone abattoir building are located on a prominent corner site and forms part of the Dixon Road Conservation Precinct. The place is of limestone construction which has undergone some repointing in the past.</p> <p>Conservation works are being scheduled with preparatory works already undertaken including the removal of the extant roofing fabric and the window frames to the Darile Street elevation. This fabric has been retained and will be reinstated. A small number of hard wood roof members remain extant. Marseille tiles and timber gables have been removed in accordance with conservation schedules prepared by conservation practitioners.</p> <p>The site has been secured by wire fencing and locked gate. An interpretive display has been installed outside the fence enclosing the site.</p>	
Condition:	Poor but stable
Integrity	Low
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: <p>In 1940, Oliver (Crom) Wilson and his family moved into the Rockingham district. Wilson, and his partner Sydney Dixon, were partners in two butcher shops, one in Penguin Road, Safety Bay and the other in Rockingham Road.</p> <p>Possibly as a consequence of war time restrictions during the early 1940s, which made the availability of fresh meat difficult, Wilson and Dixon built their abattoir on Lot 11 near Day Road and arranged for their own supplies of stock.</p> <p>The abattoir was of sound construction being built of local limestone blocks, possibly quarried from Sam Chalwell's property further north off Day Road. Sydney Dixon's daughter recalls that it was during the early war years when her father and Crom Wilson built and operated the abattoir.</p> <p>According to local knowledge, Wilson and Dixon employed Sam Chalwell, a keen horseman who lived close by, to select the cattle and sheep from local outlets, and possibly others further afield, and drive the stock to the abattoir. The stock would then be held in yards on the site.</p> <p>In 1952, Wilson sold the abattoir site to Raymond Patrick Connolly, a retired farmer of Mundijong, who apparently converted the abattoir building into a dairy. Connolly also owned trotters and a circular track, possibly a training track is visible on a 1972 aerial photograph of the site. Connolly also leased portion of the land to other trainers and over the years several other structures for the horses were built on the site.</p> <p>All the structures including a small cottage have subsequently been removed except for the former abattoir.</p> <p>In mid-2016, the roof cladding was removed as part of a conservation strategy for the place.</p>	
Historic Theme:	Occupations: Grazing pastoralism and dairying
Associations:	Oliver Wilson Sydney Dixon Raymond Connolly
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

	The Old Abattoir, Hillman, Conservation Plan Review, September 2009 by Hocking Planning & Architecture
SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a landmark as a rustic building in a rural landscape surrounded by large established trees. the place has historic value as a key component of the East Rockingham heritage precinct. the place has historic value for its association with the provision of abattoir services to the local population during WWII. the place has historic value for its association with equestrian activities that were a dominant activity in the district. the design of the abattoir has research value as it indicates the processes associated with a small-scale slaughtering operation in the early 1940s. the place is rare as an extant example of a small scale abattoir.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with the The Old Abattoir Conservation Plan Review 2009.

ADDITIONAL PHOTOGRAPHS

Paganoni Swamp, Karnup

Place No: 24



Image courtesy Bushland Perth website

SITE INFORMATION		
Place Name:	Paganoni Swamp	
Other Names:		
Street Address	Paganoni Road	
Locality	Karnup	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T:
GPS	32.442640°S 115.779247°E	

HERITAGE LISTING	
SHO inHerit database number	4502
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Register of the National Estate Classified by the National Trust

PLACE TYPE	
Original Use:	Park/Reserve
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	
Physical Description: Paganoni Swamp Reserve is located on Paganoni Road, Karnup. It is bounded by Paganoni Road to the north, Kwinana Freeway to the east, Southern Metro Rail to the west and the city boundaries of Rockingham and Mandurah to the south. Paganoni Swamp Reserve is the most southern reserve of Rockingham Lakes Regional Park. This Conservation Category Wetland is the largest in the Stake Hill Wetlands chain. The central wetland is surrounded by Tuart and mixed Banksia/Sheoak woodlands. To the east Tuarts give way to Jarrah/Banksia woodlands on the older Bassendean sands, and along the western boundary heathlands occur on limestone ridges. Paganoni Swamp is a Bush Forever site. It is habitat for endangered Black Cockatoos.	
Condition:	
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: 'Friends of Paganoni Swamp' was formed in 2004 primarily to combat the spread of Geraldton Carnation Weed (<i>Euphorbia terracina</i>) on the reserve's western boundary. Since then the group have expanded their activities to include bird walks, fungi forays and assisting scientists from government and universities to increase our knowledge about this unique and precious reserve.	
Historic Theme:	Social and Civic Activities: Environmental awareness
Associations:	
Sources:	Landgate land information and aerial photographs. Urban Bushland Council WA Inc

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as an area of relatively undisturbed natural bushland. the place has social value as demonstrated by the commitment of community members to organise and protect the natural flora and fauna at this place since 2004.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

Alfred Hines Seaside Home (fmr), Peron Place No: 25



SITE INFORMATION		
Place Name:	Alfred Hines Seaside Home	
Other Names:	Seaside Camp for Children Crippled Children's Seaside Home	
Street Address	1 Hymus Street	
Locality	Peron	
Land Information:	Lot: 1786	Plan: 164231
	Reserve No:	C/T: 1199/484
GPS	32.276050°S 115.710283°E	

HERITAGE LISTING	
SHO inHerit database number	18492
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: Other
Current Use:	Social/Recreational: Other
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1958
Walls:	Brick: Painted
Roof:	Metal: Corrugated Iron
Architectural Style	Post War International
<p>Physical Description:</p> <p>Single storey rendered brick building with art deco inspired detailing to the façade. The main building presents with an asymmetrical façade with a recessed entrance and flanking windows. Recessed wings are located either side of the main entrance. The roof is gabled to the main section of building, clad in corrugated iron. The roof behind the parapet is flat and hipped roofs extend over the rear sections of building.</p> <p>'The Alfred Hines Seaside Home' is marked across the façade.</p> <p>The building forms the main element of the camp site with additional accommodation and ancillary use blocks across the site.</p>	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
<p>Historical Notes:</p> <p>The Crippled Children's Seaside Home Society Inc. was formed in 1937 with Alfred Hines (1882-1963) the main instigator. He worked tirelessly to help improve the life of children who had crippling diseases. For much of the 20th century there was no direct or sustained contribution of state or federal governments in the care of young people with disabilities. Rather the care of crippled children fell very firmly on the shoulders of their families and the few volunteer societies which existed to help them. It was this void in social services which prompted Alfred Hines, a Fremantle businessman and councillor, to first offer a seaside camp for rural children with disabilities in the difficult years of World War Two.</p> <p>The first camps run by Alfred Hines were in 1942. For the next fifteen years camps were run at various sites while the Society tried to find a permanent home. Around 1954, two main sites were considered by both the government and the society; one at Coogee where the first camps had taken place and, the other, at Palm Beach in Point Peron, near Rockingham. Ultimately the society was allowed to choose between two sites and, in late 1954 or early 1955 they settled on Point Peron. In 1957, the first camp was run at the society's new home in Point Peron.</p> <p>Today [2017] the purpose of Alfred Hines Seaside Camp for Children still remains the same. Groups from Activ Foundation, Rocky Bay, Spina Bifida Association and many others bring young children and young adults to the venue for family camps and respite camps.</p> <p>In the mid-2000s, the organisation embarked on a program of refurbishments that was partially funded by the government, committee funds, donations from local businesses and individuals; and largely implemented by volunteers.</p> <p>Aerial photographs indicate that the form and extent of the original hall has not been significantly altered since its construction in the late 1950s. In recent years the place has been designated as the Seaside Camp for Children as it provides for a wide range of children and adults with physical and mental disabilities.</p>	
Historic Theme:	Social and Civic Activities: Community services and utilities Social and Civic Activities: Sport, recreation and entertainment
Associations:	Alfred Hines
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Seaside Camp for Children website, http://alfredhinesseasidecamp.com.au/

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the provision of services to children with disabilities and their families since 1956. the place has social value to the many members of the community who have attended the place or have been associated with individuals or groups who have made use of the facilities. the main hall has some aesthetic value as a landmark in the community for its strong form and detailing which has been consistent since its construction in 1956.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



AIW Centre and RSL Caravan Park - Site, Peron

Place No: 26



View of former AIW camp, 2016, demolished 2017

SITE INFORMATION		
Place Name:	AIW Centre	
Other Names:	Reserve 27853	
Street Address	Peron Road	
Locality	Peron	
Land Information:	Lot: 2057 and 501	Plan: 55827
	Reserve No:	C/T:
GPS	Approx 32.276593°S 115.772445°E	

HERITAGE LISTING	
SHO inHerit database number	25661
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Residential: holiday cottages
Current Use:	Vacant
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1950s-60s; demolished 2017
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The AIW Camp is in the process of being cleared to make way for future foreshore development.	
Condition:	Demolished, 2017
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: Prior to the 1920s and 1930s, the Point Peron area was a relatively remote location. The Commonwealth land at Point Peron was often used by the military during this period for troop training. With the outbreak of war in 1939, the Commonwealth Government began to reassess the use of this site. The Peron "K" Battery, associated barracks and ancillary structures were built on the headland in 1942 as part the defence strategies around the port of Fremantle. Following World War II, the Rockingham Road Board understood the assets of their region and proposed a scheme to the Commonwealth Department of the Interior to establish leases of the land in the Point Peron area for the provision of 'hundreds of one-room holiday shacks'. The proposal, as outlined in the local press, suggests that the small lots were to be taken up by individuals but it appears that a pattern soon evolved that saw organisations and charity groups take up larger leases for their members. These groups were then responsible for the development of infrastructure and ongoing management of the leases. Two groups took up the opportunity to lease lots 2057 and 501 facing Mangles Bay. The City of Perth RSL (lot 2057) and the group designated as the AIW (lot 2058). The AIW Recreation Centre site owes its origins to the social clubs of three Commonwealth Government Departments; Department of Civil Aviation, Department of the Interior, and the Department of Works. The three social clubs joined forces to secure the lease of one of the new camping sites. The name chosen for the club reflects the initial of each of the departments. At the first committee meeting on 25th March 1957, tasks were allocated to the members in accordance with their place of work. <ul style="list-style-type: none"> • Department of Interior – Legal, survey and property matters • Department of Civil Aviation – Financial and labour force matters • Department of Works – building plans, construction and material supplies The original club members contributed £50 each to the project and formulated a process to determine who should secure the sites. All members had to contribute to the establishment of infrastructure at the camp site. Tasks included clearing the site, marking out roads, installing the water tanks and construction of an ablution blocks. A tally was kept of the work done, and the contributions made, by each member to determine who secured a block on the site. In addition, a ballot system was also applied as many members contributed to the establishment of the camp site. The front two rows on the ocean side were allocated to those who did the most work in establishing the site. The buildings on the AIW site were the property, and constructed by, each owner. The guidelines for the construction of each cottage were defined by the Point Peron Regulations designated in the lease documents and conformed to the requirements of the Rockingham Road Board. In 1964, the ownership of the land was transferred from the Commonwealth Government to the State Government. The Department of Sport and Recreation is the subsequent organisation which has management of the site. The Department of Sport and Recreation is in the process [2017] of surrendering its Management Order over	

the Reserve, such that it may be transferred by the Department of Lands to LandCorp for future development.

The lease to the AIW expired on 31 March 2016 and it has entered into an interim licence with the Department of Sport and Recreation to allow members sufficient time to remove their personal belongings. At the conclusion of the interim Licence, LandCorp intends to demolish the shacks to facilitate the land assembly process and subsequent development.

In 1953, the City of Perth RSL held their first meeting in relation to the lease of lot 2057 for the purpose of establishing a camp site for their members. The lot extended south across Point Peron Road and the portion on that side was managed by the Rockingham Sub Branch of the RSL.

At the first meeting of the City of Perth group held on 22 October 1953, the committee decided that their first step was to 'convert it to a Caravan Park and then when money was available, into an area for seaside cottages'. It is apparent that cottages were never built on the allocated sites to the east, the whole leasehold has always been used for caravan sites. The addition of permanent additions to the caravans over the years has led to defacto permanent cottages.

The connection with the RSL is most apparent through the memorial plaques and flagpole in the north east corner of the site. The first plaque was erected c2002 and the second in 2007, dedicated to former members David McClelland (1926-2003) and Synove (Gus) Hansson (1930-2006). In 2009, a pathway was constructed to the flagpole and memorial site which includes an entry that acknowledges the contribution of former member William Green (1937-2003).

Both sites have been cleared in 2017 for future development of the site. The RSL flagpole and memorial plaques have been removed and it is understood they will be relocated.

Historic Theme:	Social and Civic activities: Sport, recreation and entertainment
Associations:	City of Perth RSL
Sources:	AIW Centre, Lot 2058, Point Peron Road, Peron, Heritage Assessment under the Government Heritage Property Disposal Process, April 2016 prepared for the Department of Sport and Recreation and Landcorp by Hocking Heritage Studio. RSL Camp, Lot 501, Point Peron Road, Peron, Assessment under the Government Heritage Property Disposal Process, April 2016 prepared for the Department of Sport and Recreation and Landcorp by Hocking Heritage Studio. <i>The South West Advertiser</i> 22 September 1949, p. 14.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a coherent group of timber framed shacks. None of the shacks are of great aesthetical value on an individual basis but collectively they do demonstrate group value. the AIW Centre demonstrates the simple type of holiday accommodation that was common for families in the late 20th century. the place has historic value as it is associated with the development of Rockingham as a holiday destination for families from the Perth metropolitan area. the place has social value for the members of the group who have stayed at the site since the mid-1950s and has generated a strong sense of community for this group through their shared experiences.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

Cape Peron Battery Complex, Peron

Place No: 27



SITE INFORMATION		
Place Name:	Cape Peron Battery Complex	
Other Names:	Point Peron "K" Battery	
Street Address	Point Peron Road	
Locality	Peron	
Land Information:	Lots 301 and 2238	Plan: 48616
	Reserve No: 48968 and 31488	C/T: LR3050/970
GPS	32.267396°S 115.687293°E Approx	

HERITAGE LISTING	
SHO inHerit database number	24003
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	Register of the National Estate

PLACE TYPE	
Original Use:	Military: Gun emplacement
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1943
Walls:	Concrete
Roof:	Concrete
Architectural Style	
<p>Physical Description:</p> <p>Point Peron remains as a predominantly natural environment with only the remnant WW2 infrastructure placed at strategic points around the site. Pathways link the majority of the elements although some are not readily accessible largely due to safety concerns.</p> <p>The visible and accessible elements of the extant infrastructure are:</p> <ul style="list-style-type: none"> • Observation Post • Operations Bunker • Gun Emplacement 1 (south) and associated ammunition bunker • Gun Emplacement 2 (north) and associated ammunition bunker • Concrete water tank (possibly from the former Barracks or later use of the same buildings) • Remnant well; and • Debris from the removed Barracks <p>These structures are in varying condition with the remnant well and the concrete water tank in the most fragile condition. The southern gun emplacement is in poor condition, effectively falling off the side of the hill where sand movement has caused the structure to become unstable.</p> <p>The former gun emplacements, observation post and observation bunker are of reinforced concrete construction of a simple design. The function of these structures required a sturdy and basic structure. All accessible structures were showing varying degrees of concrete cancer with evidence of spalling and rusted reinforcements. The structures have also been subject to vandalism, predominantly in the form of graffiti which has necessitated the painting of the visible exteriors, the structures are now green rather than natural brick and concrete.</p> <p>Except for the Observation Tower, the bunkers and gun emplacements have become partially submerged due to encroaching vegetation and changing sand levels. The bunkers get cleaned out but despite sandbags, they soon fill up again.</p> <p>Due to the continual vandalism, the entrances to the bunkers have been locked with gates to prevent unauthorised access.</p>	
Condition:	Fair
Integrity	Moderate
Authenticity	Moderate

HISTORICAL INFORMATION	
<p>Historical Notes:</p> <p>The Cape Peron headland has undergone minimal development and the main features on the site are remnants of the World War II battery and associated structures constructed in 1943 as part of the defence system for the port of Fremantle.</p> <p>Prior to this period of occupation by the Australian Army the headland had been the home for fisherman and a destination for tourists.</p> <p>After the dismantling and removal of the guns from the site in 1944 the site remained the domain of the Australian Army until a long term lease with the National Fitness Council. This organisation used the former barracks constructed on the northern side of the headland as a holiday and recreation camp for young people. The campsite was subsequently used as a holiday camp until the late 1990s by government and private organisations as well as individual family groups. The campsite buildings were demolished c1997.</p> <p>Since that time the site has been accessed for informal recreation with the provision of paths and parking</p>	

enabling visitors to access the site without damaging the landscape. The native vegetation had degraded throughout the 20th century and regeneration programs in the late 20th century have helped to stabilise the landscape.

In recent years, there has been a resurgence of interest in the battery structures and their role in the defence of Australia during World War II. Local community groups, army reservists and members of the military have contributed many hours of voluntary labour to clear the structures of sand and painting over of graffiti on the structures.

Historic Theme:	Outside Influences: World wars and other wars Social and Civic Activities: Education and science
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Point Peron "K" Battery Conservation Management Plan prepared for South West Development Foundation Inc by Hocking Heritage Studio, March 2016.

SIGNIFICANCE	
Statement of Significance	<p>Point Peron "K" Battery is a large, public open space of sand dune formation covered with dense native planting which features structures constructed in 1943 including two gun emplacements, observation post bunker, operations bunker, two ammunition bunkers and several other ancillary elements which together were part of a network of defence strategies around the port of Fremantle. The place has cultural heritage significance for the following reasons;</p> <ul style="list-style-type: none"> the place, together with the other elements of Western Australia's coastal defence system, known as 'Fremantle Fortress' erected in response to external threats during WWII and together have the potential to yield information about coastal defence strategies; the Battery demonstrates technical achievement in its design – the guns were placed to enable them to cover any shipping approaching within range south of Rockingham and Safety Bay and the western approaches to Garden Island, as well as providing cover for the boom defence which was laid across South Channel; the remaining built elements of Point Peron "K" Battery are representative of WWII coastal defence architecture, of functional design and simplistic but robust construction used by the military engineers in a remote sand dune environment; the site of the former Point Peron campsite and the headland is valued by the wider community as the venue for many school camps since 1946 to 1996; Point Peron "K" Battery is associated with members of the Australian Army specifically the Artillery who served at this site or similar batteries. It is also valued by members of this cohort for its demonstration of past techniques and practices; the place is valued as an informal recreational space both before and after WWII and as part of the Rockingham Lakes National Park; and, Point Peron "K" Battery is valued by the local community, members of Parliament and the Army Reserves who are contributing to the restoration and conservation of the place. the pathways, carparks and remnant signage have no cultural heritage significance.

Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. Recommended for inclusion on the State Register of Heritage Places. Any alterations or extensions should reinforce the significance of the place, and be in accordance with the Point Peron Battery K Conservation Plan 2016.

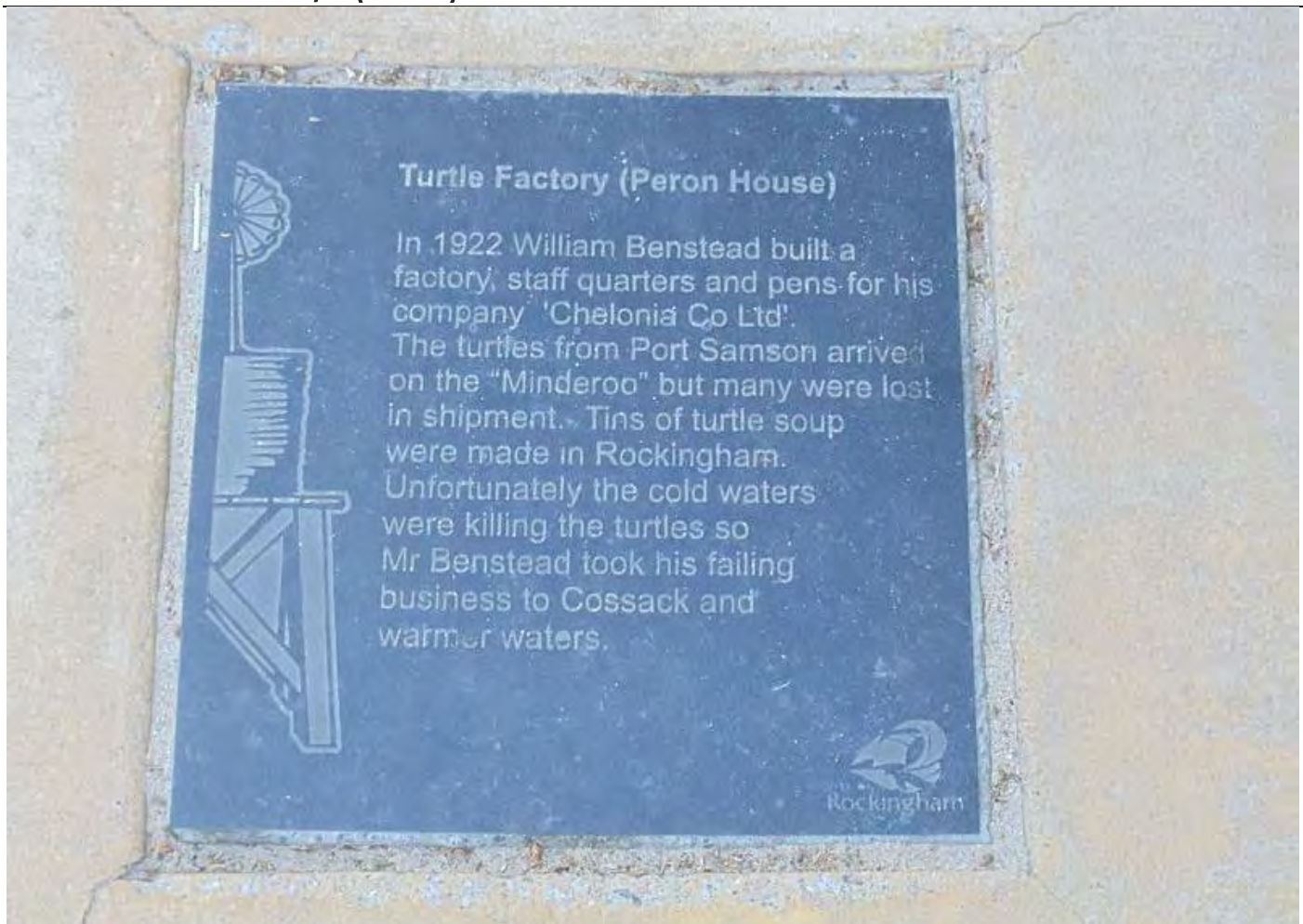
ADDITIONAL PHOTOGRAPHS





Turtle Factory (fmr), Peron

Place No: 28



SITE INFORMATION		
Place Name:	Turtle Factory (fmr)	
Other Names:	Peron House Cruising Yacht Club Sacred Heart Convent	
Street Address	Point Peron Road	
Locality	Peron	
Land Information:	Lot: 3	Plan: 7928
	Reserve No:	C/T: 431/35A
GPS	32.275747°S 115.704006°E	

HERITAGE LISTING	
SHO inHerit database number	3203
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group Industrial/Manufacturing: Cannery Educational: Primary School
Current Use:	Social/Recreational: Other Sports Building
Other Use:	
CONSTRUCTION DETAILS	
Construction Date:	1923; demolished c1978
Walls:	N/A
Roof:	N/A

Architectural Style	N/A
Physical Description:	
It has not been established if any of the original building remains from the 1920s construction.	
Condition:	Fair
Integrity	N/A
Authenticity	Little - None

HISTORICAL INFORMATION

Historical Notes:

The former turtle factory was constructed in 1923 as an initiative of Chelonia Ltd, a company floated in Scotland with capital of £125,000. (Chelonia is the Latin name for turtle)

The intention of the company, as recorded in The West Australian, was 'the exploitation of turtles in Western Australian waters and the erection of a factory at Rockingham, south of Fremantle'. The turtles were to be collected on the North West Coast and the factory would produce turtle extract, soup and oil for export, in addition to turtle shell destined for Italy. It was further stated that 'owing to the nourishing qualities of turtle extract it was expected that the medical market alone could absorb all the company's products'. The manager of the project in Rockingham was William Benstead with local businessmen Herman Mandelstam and Henry Barron Rodway.

By October 1923, the factory was complete although production had not begun when visited by the Premier, the Colonial Secretary and other dignitaries. The guests did however have the opportunity try some turtle soup manufactured by the company. It was explained that the turtles were caught in the north west then placed on the deck of the local steamship service to travel to Rockingham. Hosing down the turtles twice daily was considered sufficient for the trip.

The building was described as being a substantial two storey structure built of Fibrolite, a local Western Australian trade name for asbestos. The company also had its own jetty to service the factory which was known locally as 'Turtle Jetty'.

Taggart writes that an event was planned at the Rockingham Hotel to launch the product but the turtles all escaped from the pens before the product could be tasted.

A report of the project in 1924 stated that the enterprise had failed and the key promoters were no longer to be found. The staff at Rockingham were discharged and the premises were abandoned until c1930 when the property was leased to A. H. Woods who opened a boarding house and renamed the building Peron House.

In May 1948, the building was opened as a parish school by the Sisters of Notre Dame des Missions, named the Star of the Sea School. The school functioned from this site until 1973.

During World War Two the building was used by the defence forces and modified with the addition of extra facilities such as a kitchen, toilet, showers, storerooms and sheds.

Aerial photographs indicate that the majority of the school buildings were demolished c1978. The largest remaining building, parallel to the coast was built between 1965 and 1974. A smaller building perpendicular to that building and further away from the coast may be the only remaining structure constructed for the Turtle factory. Further research is required to determine if it dates from the 1920s.

The property is currently [2017] used as hardstanding for the Cruising Yacht Club of Western Australia which has its clubrooms in Val Street Rockingham. The largest building is now designated as the chartroom. The purpose of the smaller building has not been determined.

Historic Theme:	Occupations: manufacturing and processing
Associations:	Sisters of Notre Dame des Missions A. H. Woods
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham

District 1829-1982', Rockingham District Historical Society, 1984, p. 200.
 Draper, Richard 'Rockingham - The Visions Unfold - The History of the Rockingham District to 1997', City of Rockingham, 1997, p 307.
The West Australian, 25 December 1922, p. 4; 10 October 1923, p. 7; 2 September 1932, p. 19.
The Western Mail, 11 October 1923, p. 11.
 Rockingham District Historical Society

SIGNIFICANCE

Statement of Significance

- the place has historic value for its association with a unique if poorly executed enterprise in Western Australia the processing of turtles
- the place has historic value for its association with a boarding house which operated from the premises and later the Star of the Sea school.
- the place has social value for members of the community who attended or were associated with the Star of the Sea school or the former boarding house.

Level of Significance

Little

Management Category

E

Historic site.

Recognise - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

Recognise and interpret the site if possible.

ADDITIONAL PHOTOGRAPHS



Turtle Factory c1923, courtesy Rockingham Museum

Point Peron Recreational Camp, Peron Place No: 29



SITE INFORMATION		
Place Name:	Point Peron Recreational Camp	
Other Names:		
Street Address	Point Peron Road	
Locality	Peron	
Land Information:	Lot: 301	Plan: 48616
	Reserve No: 48968	C/T: LR3140/959
GPS	32.270365°S 115.691856°E	

HERITAGE LISTING	
SHO inHerit database number	4646
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Educational: Other - camp site Social/Recreational: Other
Current Use:	Educational: Other - camp site Social/Recreational: Other
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1960s; onwards
Walls:	Timber: weatherboard
Roof:	Tile: terracotta
Other	Asbestos
Architectural Style	Post war international
Physical Description: Residential school camp tucked away on the headland of Point Peron with direct access to the beach. The various cabins are scattered around the site, each being timber framed with weatherboard and fibre cement cladding and tiled hipped and gabled roofs. The cabins and ancillary buildings are located around an open grassed area with formal oval and sporting facilities at the lower land level close to the beach.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: This group of buildings is one of the seven purpose built camps located throughout Western Australia constructed by the Department of Education. The Camp Schools have been operating since the late 1960s and were originally designed so that government school students could extend their educational opportunities outside the regular school setting.	
Historic Theme:	Social and civic activities: Education and science Social and civic activities: Sport, recreation and entertainment
Associations:	
Sources:	Point Peron Camp School website http://pointperoncampschool.wa.edu.au/about-us City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a group of intact 1960s buildings demonstrating the style and form of the period. the place has historic value for its demonstration of the government policy to provide a range of facilities for school children.
Level of Significance	Some/Moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Chalmers Shipwreck, Port Kennedy

Place No: 30



Image courtesy WA Museum Shipwreck database

SITE INFORMATION		
Place Name:	Chalmers Shipwreck	
Other Names:		
Street Address		
Locality	Port Kennedy	
Land Information:	Lot: N/A	Diagram/Plan: N/A
	Reserve No:	C/T:
GPS	32.367166°S 115.690616°E	

HERITAGE LISTING	
SHO inHerit database number	18632
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Register of the National Estate WA Museum Shipwrecks database

PLACE TYPE	
Original Use:	Transport/communications: Water: Ship
Current Use:	Shipwreck
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1851 built; 1874 wrecked
Walls:	N/A

Roof:	N/A
Architectural Style	N/A
Physical Description: Wreck site on east of Point Peron on Murray Reef.	
Condition:	N/A
Integrity	Little
Authenticity	Little

HISTORICAL INFORMATION

Historical Notes:

This vessel was built in Sunderland, UK in 1851 by James Laing who was also the owner. On a voyage from Mauritius to Fremantle with a load of sugar in 1874 the vessel under the command of Captain William Alexander struck a reef around midnight.

Captain Alexander sailed on in the same course, east by south taking no soundings and struck again, got into clear water and struck again. He was found to be grossly negligent.

Historic Theme:	Transport and communications: River and Sea transport
Associations:	
Sources:	WA Museum Shipwreck database, Chalmers (1874/03/19) Warnbro Murray Reef http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-1153

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the development of export in the late 19th century and demonstrates the challenges of shipping.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible.

ADDITIONAL PHOTOGRAPHS



Chalmers
Courtesy WA Museum
Shipwreck database

Hero of the Nile Shipwreck, Port Kennedy

Place No: 31



Image courtesy WA Museum Shipwreck database

SITE INFORMATION		
Place Name:	Hero of the Nile Shipwreck	
Other Names:		
Street Address	Long Point	
Locality	Port Kennedy	
Land Information:	Lot: None	Diagram/Plan: Reserve
	Reserve No:	C/T:
GPS	32.364453°S 115.705953°E	

HERITAGE LISTING	
SHO inHerit database number	18654
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Register of the National Estate WA Museum Shipwrecks database

PLACE TYPE	
Original Use:	Transport/communications: Water: Ship
Current Use:	Historic Site
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1852 built: 1876 wrecked
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The wreck site is north west of Point Peron at a site known as 'Long Point' it is believed the hull remains are quite substantial and in good condition beneath the sand and weeds.	
Condition:	N/A
Integrity	Little
Authenticity	Little

HISTORICAL INFORMATION	
Historical Notes: This vessel was built in West Cowes, London in 1852 and when wrecked in 1876 it was owned by Thomas and Westmoreland of London. The ship was one of many used in the guano trade and on her last voyage was under the management of Captain N.H. Dugdall.	
Historic Theme:	Transport and communications: River and Sea transport
Associations:	
Sources:	WA Museum Shipwreck database, Hero of the Nile (1876/10/20) Long Point http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-1253

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the development of export in the late 19th century and demonstrates the challenges of shipping in that period.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret the site if possible.

Port Kennedy Scientific Park,

Place No: 32



SITE INFORMATION		
Place Name:	Port Kennedy Scientific Park	
Other Names:		
Street Address	Port Kennedy Drive	
Locality	Port Kennedy	
Land Information:	Lot 138 and 216	Plans 219088, 219947
	Reserve No: 44077	C/T: LR3106/511; LR3111/500
GPS	32.380596°S 115.742683°E Approx	

HERITAGE LISTING	
SHO inHerit database number	3361
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	Bush Forever Site Ramsar Wetland Australian site 54

PLACE TYPE	
Original Use:	Landscape Park/Reserve Scientific: Research site
Current Use:	Park/Reserve Scientific: Research site
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

The Port Kennedy Scientific Park forms part of the Rockingham Lakes Regional Park and is a conservation area comprising low lying sand plains featuring a distinctive landscape of parallel dunal ridges and comprising about 1950 ha of land between Warnbro and Peelhurst. The park features predominantly dune and wetland vegetation as well as woodland and shrub vegetation in the southern regions. It provides habitat for critically endangered and threatened ecological community known as 'sedgeland in Holocene dune swales'.

Condition:	N/A
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

This park was established in 1971 by the state government in acknowledgement of the diminishing coastal plain in the region from the encroaching industrial and residential expansion in the 1960s.

The Park has been reserved for the purpose of conservation of flora and fauna. Scientific research, science education and low impact recreation are undertaken in the park. It has been designated as a bush forever site by the Urban Bushland Council of WA Inc.

Port Kennedy Scientific Park is also included within the Becher Point Wetlands which was designated as a Ramsar Wetland in 2001. The Ramsar Convention is an international treaty for the conservation and sustainable use of wetlands. It is also known as the Convention on Wetlands. It is named after the city of Ramsar in Iran, where the Convention was signed in 1971.

Historic Theme:	Social and Civic activities: Environmental awareness Demographic settlement and mobility: Government Policy
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Urban Bushland Council WA Inc Ramsar Convention: Australian Ramsar Site 54

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a large reserve of native bushland in a relatively unchanged condition that demonstrates the landform, fauna and flora prior to settlement. the place has research value for its potential to reveal information relevant to the environment, fauna and flora of the region. the place has social value for the many people who use the place for passive recreation.
Level of Significance	Some/Moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Rockingham Beach Primary School, Rockingham

Place No: 33



SITE INFORMATION		
Place Name:	Rockingham Beach Primary School	
Other Names:	Heritage Building	
Street Address	30 Bay View Street	
Locality	Rockingham	
Land Information:	Lots 321 and 445	
	Plans 156871 and 165803	
	Reserve No:	C/T: LR3082/301
		LR3082/317
GPS	32.282219°S 115.722350°E	

HERITAGE LISTING	
SHO inHerit database number	3205
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Educational: Primary School
Other Use:	Educational: Primary School

CONSTRUCTION DETAILS	
Construction Date:	1935
Walls:	Timber: weatherboard
Roof:	Metal: corrugated iron
Architectural Style	Inter War
Physical Description: <p>Simple timber framed vernacular style building with weatherboard cladding and corrugated iron roof. Although the building has been relocated, it has not been altered apart from adding a ramp to one of the access doors.</p> <p>The school building is a simple rectangular form with gabled roof. Entrances and windows are located on both the two main elevations (north and south elevations), the east elevation is a blank elevation whilst the west contains a centrally placed pair of side hung casement windows. A pair of timber ledge and braced doors are located on the south elevation.</p> <p>The relocated building has been subsumed into a large contemporary primary school but has retained an appropriate setting amongst the newer buildings, and is surrounded by mature trees.</p>	
Condition:	Good
Integrity	Moderate
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: <p>The school building was built to replace the school located in Kent Street, which was in a poor state, inadequate for the demands of the growing population and its location in the town centre restricted future growth. The land for the new school was acquired by the State Government in 1933 and plans were prepared by the Public Works Department. The classroom is one of the standard designs prepared by the drawing office for country schools.</p> <p>Tenders were called for the construction of the timber classroom and the successful contractor was R. Wilkinson of Bayswater with a fee of £399.</p> <p>The school was formally opened by the Minister for Works Alex McCallum on 25th August 1935. In a description of the opening ceremony in the local press it was noted that approximately 40 children from the district attended the school and it was hoped a teachers quarters would be built in the following year. The ceremony included the planting of trees by Mr and Mrs McCallum and other prominent local citizens including the Chairman of the Rockingham Road Board, George Grigg.</p> <p>The school population continued to rise and fall in the following decades as the economy of the district went through highs and lows. The facilities offered at the school have therefore changed with the changing population and differing standards of education. New structures have been added to the school in several programmes of work however the original school building has been retained as the 'heritage building' on the school campus.</p>	
Historic Theme:	Social and Civic activities: Education and science Demographic Settlement and mobility: settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The West Australian</i> , 19 May 1934, p. 6; 27 August 1935, p. 11.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a modest single roomed timber school building from the Inter War period. the place has historic value for its association with the development and growth of Rockingham in the 1930s.

	<ul style="list-style-type: none"> the place has social value for the community because of its association with the development and growth of Rockingham. the place has social value for the many members of the community who attended or were associated with individuals or families who attended the school since 1935. the place is representative of single room timber school buildings designed by the state government for use across the state.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Rockingham Park Underpasses, Rockingham

Place No: 34



SITE INFORMATION		
Place Name:	Rockingham Park Underpasses	
Other Names:		
Street Address	Centaurus Street	
Locality	Rockingham	
Land Information:	Lot: None	Diagram/Plan: Road Reserve
	Reserve No: Road Reserve	C/T: N/A
GPS	32.290137°S 115.738965°E	

HERITAGE LISTING	
SHO inHerit database number	3245
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Other Built Type
Current Use:	Transport/Communications: Road - other
Other Use:	Transport/Communications: Road - other

CONSTRUCTION DETAILS	
Construction Date:	1969
Walls:	Concrete: Precast
Roof:	Concrete: Precast
Architectural Style	Late Twentieth Century
Physical Description: A collection of seven underpasses around the Rockingham Park area. Each underpass was constructed to the same design and method using precast concrete but each contained a different mural including Kangaroos and Grass trees; sharks and other ocean life; mechanics; symbols and birds. All have been painted green and only two of the underpasses still present with coloured motifs.	
Condition:	Good
Integrity	High
Authenticity	High

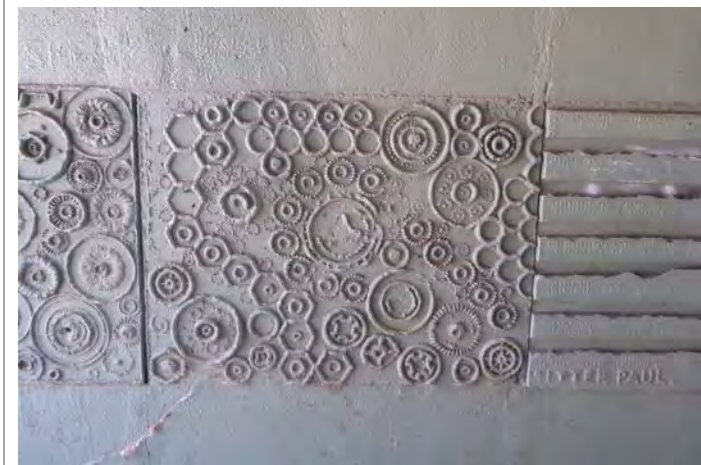
HISTORICAL INFORMATION	
Historical Notes: This series of underpasses were designed in 1969 by architect and planner, Paul Ritter. Ritter was a controversial and colourful figure in Western Australia during the 1960s and 1970s. He was trained in England and was brought to the City of Perth to advance local knowledge and philosophies of planning and design. Appointed as the City of Perth's first City Planner in 1965 he was dismissed in 1967 but engendered significant public support which led to his election as a City of Perth councillor from 1968 to 1986. He established his own practice, Paul Ritter and Associates and worked as a planner and architect in Western Australia. He was well known for exploring new techniques and philosophies, particularly in relation to art and design in the public realm. These underpasses which incorporate murals are representative of his design philosophy which he describes in his book 'Concrete Fit for People: A Practical Approach to a Bio-Functional Eco-Architecture for the Third Millennium A.D.' His designs of seven underpasses recognised that the underpasses would be subject to vandalism so his designs 'incorporates the idea of violent attacks on it. They are anticipated and planned for, positively.' The concrete was cast by Rocla Pipes Co and the 'Sculp-crete' work and play sculpture ideas by Paul Ritter.	
Historic Theme:	Social and Civic Activities: Community services and utilities Transport and communications: Road transport People: Famous and infamous people
Associations:	Paul Ritter
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Gregory, Jenny, 'City of Light: a history of Perth since the 1950s'. Section: "Paul Ritter - career of Perth's first City Planner, controversies and achievements and his work as a Perth City Councillor", pp. 134–152. City of Perth, 2003. Ritter, Paul 'Concrete Fit for People: A Practical Approach to a Bio-Functional Eco-Architecture for the Third Millennium A.D. 1980, p.51.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the expansion and development of the Rockingham district in the 1960s. the place has historic value for its association with architect and planner, Paul Ritter who was a significant player in the development of Western Australia's knowledge of planning and architecture in the public realm.

Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS





Rockingham Park Kindergarten (fmr), Rockingham

Place No: 35



SITE INFORMATION

Place Name:	Rockingham Park Kindergarten (fmr)	
Other Names:	Bungaree Kindergarten and Pre Primary	
Street Address	Centaurus Street	
Locality	Rockingham	
Land Information:	Lot: 716	Plan: 009043
	Reserve No:	C/T: 108/27A
GPS	32.289852°S 115.738480°E	

HERITAGE LISTING

SHO inHerit database number	3243
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE

	Individual Building or group
Original Use:	Educational: Kindergarten
Current Use:	Educational: Kindergarten
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1969
Walls:	Concrete: Precast
Roof:	Metal: corrugated iron
Architectural Style	Late Twentieth Century
Physical Description: Single storey building of distinctive hexagonal plan form. The roof is hipped with three planes and six edges, creating the octagonal form. The building is constructed from textured concrete panels with fibre cement panels below the aluminium framed windows and ripple iron panels between the windows.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The building was designed by Paul Ritter and Associates as a model pre-school for Rockingham Park Primary School. Paul Ritter was a well-known architect and planner in Western Australia from the 1960s to the 1980s. He was engaged by the City of Perth as its first City Planner in 1965 but the appointment was short-lived as he was dismissed in controversy in 1967. The nature of his dismissal led to a significant public support which led to his election as a City of Perth councillor from 1968-1986. Paul Ritter began working as a private practitioner with his principals of design and planning drawing on a wide range of philosophies. The Kindergarten was an uncommon hexagonal construction built from pre-cast concrete panels. The design incorporated many features that were innovative and unique at the time, in the area of educational architecture and construction. The building is now [2017] used as the Bungaree Pre Primary and Kindergarten centre.	
Historic Theme:	Social and Civic Activities: Education and Science People: Famous and infamous people
Associations:	Paul Ritter
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Gregory, Jenny, 'City of Light: a history of Perth since the 1950s'. Section: "Paul Ritter - career of Perth's first City Planner, controversies and achievements and his work as a Perth City Councillor", pp. 134-152. City of Perth, 2003.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the expansion and development of the Rockingham district in the 1960s. the place has historic value for its association with architect and planner, Paul Ritter who was a significant player in the development of Western Australia's knowledge of planning and architecture in the public realm. the place has social value for the many individuals and families who have been associated with the place since its construction in 1969 as parents, teachers, carers and students.

Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Rockingham Park Kindergarten 1970s
Courtesy Rockingham Campus Community Library

Residence, 3 Chalwell St, Rockingham

Place No: 36



SITE INFORMATION		
Place Name:	Residence, 3 Chalwell Street	
Other Names:		
Street Address	3 Chalwell Street	
Locality	Rockingham	
Land Information:	Lot: 10	Diagram: 7516
	Reserve No: -----	C/T: 1687/665
GPS	32.277540°S 115.717210°E	

HERITAGE LISTING	
SHO inHerit database number	19947
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	C1930s
Walls:	unknown
Roof:	Tile: terracotta
Other:	Fibre cement; Limestone foundations
Architectural Style	Inter – War Californian Bungalow
Physical Description: Simple single storey house early house on a large lot. The house presents with a fibre cement façade and side elevations which may be representative of an enclosed verandah. The house is of regular plan form with hipped tiled roof with a slight break of pitch with open eaves. Aluminium framed sliding windows with security grilles dominate the façade and visible east elevation with canopies over the front windows. The property has a limestone base. Mature trees are located within the front garden with a number of sheds/outbuildings in the rear garden. A driveway extends along the eastern boundary of the site and the front boundary is enclosed by a block wall with palisade panels.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: In the 1920s, Rockingham became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. There were new shops, tearooms, and recreational facilities provided. This area to the east of Rockingham was originally covered with thick shrub and pine trees right down to the beach, and hence its first name Pine Palm Beach. In the early 1920s, holiday cottages were built in the vicinity of Fisher Street and the Esplanade for holidaymakers. There was a clump of Cypress Pine in front of the cottages, which was very useful for yachtsmen and fisherman as an anchorage for their boats and shelter to camp under. In 1943, the last pine was removed to make way for the Naval Jetty, which now known as Palm Beach Jetty. By the 1950s, the area was known as Palm Beach and the beach was occupied by beach shacks and holiday cottages. A subdivision plan for this lot was approved by the Department of Lands and Surveys in 1961. The style of this residence is consistent with earlier development and it is shown in an aerial photograph in 1953 which suggests the building was constructed prior to the formal approval of the subdivision. The original owner or occupiers of this property have not been determined. Aerial photographs indicate that the form of the original cottage has changed little since the mid-20th century despite the construction of a small addition to the rear of the cottage.	
Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the inter war style. the place has historic value for its association with the development of the area known as Palm Beach in the 1930s as a holiday destination.
Level of Significance	Some/Moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from its overall significance. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

Rockingham Police Station and Courthouse - site, Rockingham

Place No: 37



SITE INFORMATION		
Place Name:	Rockingham Police Station and Courthouse - site	
Other Names:	Rockingham Police Station and CIB	
Street Address	Cnr Emma Street and Flinders Lane	
Locality	Rockingham	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	32.276878°S 115.734379°E	

HERITAGE LISTING	
SHO inHerit database number	16784; 17316
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Governmental: Law and order
Current Use:	Residential: Multi storey residential
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1963; demolished 2003
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: N/A	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: <p>The Rockingham Police Station was built on the corner of Smythe Street (now Emma Street) site in 1963 and during the period up to its demolition in c2003 the services provided at the site developed as the district grew. The initial services at the site were largely those appropriate for a suburban police station but as the region grew in the 1970s and 1980s additional services such as a court house and CIB offices were provided on the site.</p> <p>In 2000, construction of the new police station and courthouse began construction in Whitfield Street. The original buildings on this site were demolished in 2003.</p>	
Historic Theme:	Social and Civic Activities: Law and Order
Associations:	
Sources:	Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the provision of police services to the community between 1963 and 2003.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS	
 <p><i>Police Station and Court House, Emma Street, n.d. Courtesy Facebook, Lost Rockingham.</i></p>	

Z Force Memorial, Rockingham, Rockingham

Place No: 38



SITE INFORMATION		
Place Name:	Z Force Memorial, Rockingham	
Other Names:	Catalpa Park	
Street Address	Esplanade	
Locality	Rockingham	
Land Information:	Lot: 444	Diagram/Plan:
	Reserve No: 22779	C/T:
GPS	32.276885°S 115.720440°E	

HERITAGE LISTING	
SHO inHerit database number	13166
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

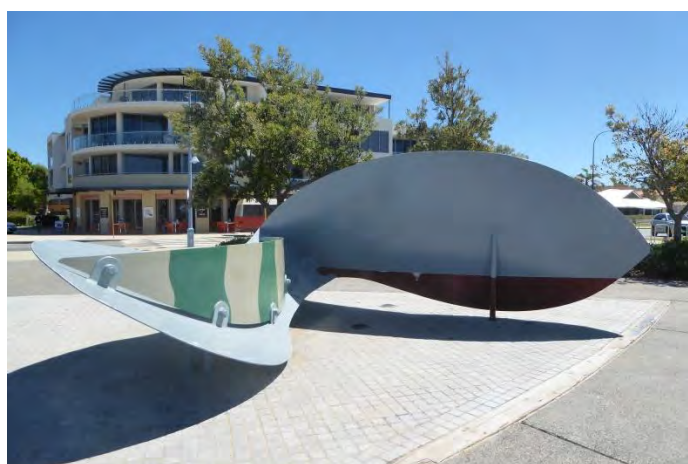
PLACE TYPE	
Original Use:	Monument/Cemetery: Memorial
Current Use:	Monument/Cemetery: Memorial
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	
Walls:	Timber
Roof:	N/A
Architectural Style	N/A
Physical Description: Timber bench constructed from reclaimed timbers and old bits of machinery. Adjacent to the benches is a memorial featuring a stylised propeller structure.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Z-Force Memorial was erected on Garden Island as a memorial to the members of the Services Reconnaissance Department, also known as 'Z- Force' who died while on missions during World War II. This unit, which was formed in 1942, trained on Garden Island during WWII. Z Force was the unofficial and popular name for Z Special Unit. It was one of Australia's independent forces that operated behind enemy lines in the South-West Pacific during World War Two. Although it consisted of mainly Australian and British personnel, it also contained operatives from the various allied forces including China and resistance fighters from the Japanese conquered South Asian region. The Z Specials' achievements on more than 80 operations into enemy-occupied territories in the Pacific and Southeast Asia theatres were classified for decades. This secret element of the Australian forces relied largely on the wits and initiative of individual soldiers from diverse backgrounds who often had little knowledge of the areas in which they were sent to operate.	
Historic Theme:	Outside influences: World Wars and other wars
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a symmetrically designed stone memorial located within a raised grassed plinth, in an elevated landscaped setting. the place has historic value for its association with the Z Force Reconnaissance Division who trained on Garden Island and made a significant contribution to the war effort during World War II. the place has social value for the former members of Z Force and their families as the memorial recognises the contribution of this organisation.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Iluka, Rockingham

Place No: 39

**SITE INFORMATION**

Place Name:	Iluka	
Other Names:		
Street Address	13 Esplanade	
Locality	Rockingham	
Land Information:	Lot: 1	Strata 039241
	Reserve No: -----	C/T: S039241
GPS	32.275827°S	
	115.712332°E	

HERITAGE LISTING

SHO inHerit database number	13651
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	Classified by National Trust

PLACE TYPE

	Individual Building or group
Original Use:	Residential: Single Storey residence
Current Use:	Residential: Single Storey residence
Other Use:	

CONSTRUCTION DETAILS

Construction Date:	1935-39
Walls:	Stone: Vuggy Lacustrine Limestone
Roof:	Metal: Corrugated iron
Architectural Style	Inter War Californian Bungalow

Physical Description:

Single storey stone cottage with brick quoining set behind a garden consisting of lawn, trees and mature shrubs with a low chain link fence.

The hipped corrugated iron roof is penetrated by a single brick chimney and terminates in a gable over the east elevation of the stone cottage. The gable section of the east stone wall is timber framed and clad, with a timber framed awning over the window below. The north, south and west elevations feature a wraparound verandah that has been infilled with fibre cement and weatherboard cladding with many timber framed windows, particularly on the northern side that overlooks the foreshore.

The paved driveway extends along the southern boundary of the property leading to a detached later period brick garage. The house is set in a well maintained cottage garden immediately across the road from the beach and is enclosed within a chainlink fence.

Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION**Historical Notes:**

This residence is believed to have been constructed as a holiday house during the Inter-War period. Current research has not revealed the original occupant or builder of the residence. Alterations and additions appear to have been undertaken in the 1950s.

The origin of the name has not been determined although a settlement on the coast of New South Wales does have this name which may lead to an association with a holiday lifestyle.

Historic Theme:	Occupations: Hospitality industry and tourism Demographic Settlement and Mobility: settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a largely intact example of the inter war style expressed in stone. the place has historic value for its association with the Inter War period in which Rockingham developed as a holiday destination.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS

Carinya Court, Rockingham

Place No: 40



SITE INFORMATION		
Place Name:	Carinya Court	
Other Names:	Esplanade Flats	
Street Address	153 Esplanade	
Locality	Rockingham	
Land Information:	Lot: 1	Strata Plan 25819
	Reserve No:	C/T:
GPS	32.276235°S 115.727016°E	

HERITAGE LISTING	
SHO inHerit database number	19932
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Building Group
Current Use:	Residential: Flats/apartment block
Other Use:	Residential: Flats/apartment block

CONSTRUCTION DETAILS	
Construction Date:	1964
Walls:	Brick: common
Roof:	Metal: Colorbond
Architectural Style	Late twentieth Century

Physical Description:

Triple storey pale brick apartment complex constructed on a prominent corner site. The building contains a number of shallow pitched gable roofs which creates a distinctive roofscape to this part of the Esplanade/Val Street. The design of the building incorporates a curved façade responding to the corner position of the structure. The third storey of the complex is limited to the centre of the building creating a stepped height to the apartments. The third story is predominantly glass to the main elevation. The second storey to the four blocks all consist of alternating flush facades and balconies joined together by a continuous timber balustrade. The ground level consists of alternating glazed entrances and traditional window openings in brick walls. The windows all have shutters.

Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

This apartment complex was built in 1964 by architect, Julius Elischer (1918-2004). Julius Elischer was born in Budapest and grew up in Austria, Hungary and Germany. After working as an architect in post-war Germany he emigrated to Melbourne before moving to Perth in 1957.

Elischer established his architectural office in 1963, and developed a reputation for producing designs that could be economically built to a high standard. He designed many local civic buildings, churches, schools and retirement villages in Western Australia and had a special interest in low cost building materials. He invented roofing systems from coils of metal and Styrocon, a lightweight sandwich building panel, used extensively in outback WA. Elischer's buildings reflect his strong belief that responsible architecture should attempt to fit into its built surroundings.

During the 1970s he lectured in design at the University of Western Australia. He retired in 1986 and died in February 2004.

This apartment complex was named Esplanade Flats in the drawings prepared in Elischer's office, the name 'Carinya', an indigenous name meaning resting place according to some references seems to have been in use since its opening. The complex continues to be used for holiday accommodation.

Aerial photographs indicate that the residence has not changed significantly in form or extent since its construction.

Historic Theme:	Demographic Settlement and mobility: Settlements Occupations: Hospitality industry and tourism People: Innovators
Associations:	Julius Elischer
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. State Library of WA, 7097A/6/6

SIGNIFICANCE

Statement of Significance

- the place has aesthetic value as a good, intact example of an apartment complex designed in the 1960s which reflects the stylistic elements of the period.
- the place has historic value for its association with the ongoing development of Rockingham as a tourist destination as this form of accommodation was new to the town and responded to a changing clientele.
- the place has historic value for its association with well-known and innovative architect, Julius Elischer who made a significant contribution to the architecture profession in Western Australia.

Level of Significance

Considerable

Management Category

B

Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Racecourse - Site, Rockingham

Place No: 41



Showing approximate location of former race course, courtesy Google Maps, 2016

SITE INFORMATION		
Place Name:	Racecourse - Site	
Other Names:		
Street Address	Flinders Lane	
Locality	Rockingham	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	32.276520°S 115.733210°E Approx	

HERITAGE LISTING	
SHO inHerit database number	19936
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: Racecourse
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1930s
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The site of the former Racecourse was on the north-east side of the current Rockingham Oval, across Flinders Lane. It was bounded by Kent Street and Wanliss Street on the northern side and Flinders Lane and Emma Street to the south. Most of the former racecourse site is now occupied by sports facilities.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: In the 1930s, there were fewer visitors in the Rockingham area after the holiday season in the summer. The local residents were able to enjoy the local recreational facilities instead of catering for the seasonal visitors. Some local residents enjoyed horse racing and occasional meetings were held at the Rockingham Oval. The course ran around the cricket pitch, where Flinders Hall used to stand, and it finished in front of Kent Street. The race meetings were well attended and many farmers entered their horses. The racing ground was also used for Agricultural Shows. In the late 1930s, when school sports were introduced, the place was used for school Sports Days	
Historic Theme:	Social and Civic Activities: Sport, recreation and environment
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the social and sporting events enjoyed by the local community in the Inter War period. This association is continued in the current use of the site as a sportsground
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Rockingham Race Course, n.d. courtesy Rockingham Museum

Rockingham Oval and Memorial

Place No: 42



SITE INFORMATION		
Place Name:	Rockingham Oval and Memorial	
Other Names:	Showground Village Green War Memorial	
Street Address	Flinders Lane	
Locality	Rockingham	
Land Information:	Lot: 500	Plan: 74005
	Reserve No: 48927	C/T: LR3163/82
GPS	32.277078°S 115.732861°E	

HERITAGE LISTING	
SHO inHerit database number	3225
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Park/Reserve
Current Use:	Park/Reserve
Other Use:	Memorial

CONSTRUCTION DETAILS	
Construction Date:	1930s; 2006
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: <p>Large green space in the vicinity of the sites associated with the early development of Rockingham. The oval is approximately 4.5 ha, surrounded by uniform tree planting. The Gary Holland Recreation Centre is positioned to the north west boundary, adjacent to Kent Street with the War Memorial directly to the north of the oval. A secondary oval and a children's play area are located at the eastern edge of the park.</p> <p>The War Memorial was constructed in 2006 when the park was upgraded and the existing memorial was relocated to its current position at the northern boundary of the Rockingham Oval. The War Memorial consists of a number of memorials to service people who fought in numerous campaigns, a chronology of campaigns leading to the central monument, a canon and aircraft propeller. Additional memorials are located just beyond the boundary of the main ceremonial area.</p> <p>The ceremonial area is a formal space with a mixture of hard and soft landscaping, surrounded by a ring of Doric style columns.</p>	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: <p>The Rockingham Oval was the first showground and sportsground in Rockingham, and, together with the Rockingham Hotel and the Agricultural Hall, was the focus of social events during the Inter-War period.</p> <p>The oval was the venue for a wide range of sports including cricket and football. During the 1970s, the oval was more formally defined with boundaries for the playing fields.</p> <p>In 2006, the Rockingham war memorial was relocated from the eastern side of Flinders Lane and additional formal plantings were added to the entry from the south east corner. Car parking was added to the north west corner of the site and in c2007 works began on community facilities on the Kent Street frontage.</p> <p>Since that time additional memorials have been added to the formal setting created following the relocation.</p>	
Historic Theme:	Social and Civic Activities: Sport, recreation and entertainment Demographic Settlement and mobility: Settlements Outside Influences: World wars and other wars
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the establishment and development of recreational facilities for the Rockingham community. the place has social value for the members of the Rockingham community who have attended social, sporting events at the oval since the 1930s. the place has social value as the location of several memorials honouring those from the district who have served in conflict outside Australia.

Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Flinder's Hall and Rose Garden - site, Rockingham

Place No: 43



SITE INFORMATION		
Place Name:	Flinder's Hall and Rose Garden (fmr)	
Other Names:		
Street Address	24 Flinders Lane	
Locality	Rockingham	
Land Information:	Lot: 802	Plan: 74319
	Reserve No:	C/T: 2847/932
GPS	32.275944°S 115.733867°E	

HERITAGE LISTING	
SHO inHerit database number	13053
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Social Recreational: Community Hall
Current Use:	Community Hall
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1970; demolished 2007
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description:	
N/A	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes:	
<p>The block bounded by Kent Street, Flinders Lane, Smythe Street and Wanliss Street was occupied by the racetrack, cricket grounds and Agricultural Hall until the late 1950s as a site of community facilities. Following the rapid expansion of Rockingham which took place in the 1970s, Rockingham Park Shopping Centre expanded and became the sub-regional centre of the area. Flinder's Hall was built in 1970 near to the shopping centre, on the site of the former cricket pitch.</p> <p>Flinders's Hall was a single storey brick and tile community hall building, with a simple rectilinear form and distinctive low-pitched hip roof. A large entry porch extended from the southeast side of the hall, and a formal colonnade was across the southwest (front) elevation opening from the main hall into the gardens. The hall was demolished in 2007.</p> <p>The Flinder's Hall gardens were once a large open grassed area, bordered by mature eucalypts and interspersed with a variety of other mature trees including a number of Norfolk pines. The Memorial Rose Garden was the centrepiece of the garden and this was cleared as part of the development of the site.</p> <p>The War Memorial was located on the southeast side of the hall. It was relocated in 2007 to the south west side of Flinders Lane opposite its original location.</p>	
Historic Theme:	Social and Civic activities: Community services and utilities
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Rockingham District Historical Society

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the social and community events enjoyed by the community in the period from 1976 to 2007 when the district was undergoing rapid change
Level of Significance	Historic Site
Management Category	E Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Flinders Hall opened November 1970.

Image courtesy Lost Rockingham Facebook page, accessed June 2017

Uniting Church, Rockingham

Place No: 44



SITE INFORMATION		
Place Name:	Uniting Church	
Other Names:	Methodist Church Lutheran Church	
Street Address	11 Florence Street	
Locality	Rockingham	
Land Information:	Lot: 1	Strata Plan 72683
	Reserve No:	C/T: Strata Plan 72683
GPS	32.27927°S 115.725986°E	

HERITAGE LISTING	
SHO inHerit database number	2328
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Religious: Church
Current Use:	Religious: Church
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1940
Walls:	Brick: Common
Roof:	Terracotta: Tile
Architectural Style	Inter War
Physical Description: Inter-war single storey red brick and limestone church of traditional church vernacular comprising steep pitched gable roof clad in terracotta tiles and regularly placed arched windows along the side elevations positioned between the stepped buttresses and a small porch entry to the north elevation. The fibro addition to the rear was demolished in late 2013 with the current angled weatherboard and Colorbond addition constructed in late 2014. The cross remains extant on the north elevation above the porch.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Methodist Church in Rockingham was the first church built in the town and was completed in 1940. Prior to the construction of the church the Methodist congregation had held services in local homes. Prominent local citizen, and Road Board Chairman, George Grigg donated two lots of land for the future church. Funds to build the church came from a generous donation from Mr J. Stone supplemented by fund raising by the Rockingham Methodist Ladies Guild. When the trustees for the Methodist Church called for tenders to construct the church in March 1940 they asked for alternate tenders; one in wood and asbestos and the other in brick and stone. By June 1940, the decision had been made to build the church in brick and a ceremony was held to lay the foundation stones on 22nd June. Two foundation stones were laid; one by the Lieutenant Governor Sir James Mitchell and the other by Mrs J.W. Morrison a long term resident and President of the Methodist Ladies Guild. A report in the local press stated that the church was estimated to cost £600 and would take ten weeks to build. On 28th September 1940, a ceremony was held to open the church which was described as a handsome brick church 40ft x 20ft and able to seat 300. The cost of construction was over £1000. The building was officially opened by Rev H. Pearson, president of the conference and an organ was presented to the church by Mr Downe of Claremont. The first pastor of the church was Rev Jules Johnstone who is believed to have forgone his stipend for the first two years of his term to assist in the payment of the costs of the construction. In 1946, a manse was built adjacent to the church and by the mid-1960s an addition was constructed on the rear of the church which featured a similar roof form in asbestos. Another addition was constructed on the western elevation of the church in the 1970s. The Uniting Church in Australia (UCA) was established on 22 June 1977 when most congregations of the Methodist Church of Australasia, about two thirds of the Presbyterian Church of Australia and the almost all churches of the Congregational Union of Australia came together under the Basis of Union. The name of the Rockingham Methodist Church changed to reflect this union. Aerial photographs indicate that the manse was demolished in mid-2016. The additions to the church were removed in early 2014 and a small addition was constructed on the rear of the church angled to this elevation. It is likely this approach was taken to accommodate subdivision of the lot.	
Historic Theme:	Social and Civic Activities: Religion Social and Civic Activities: Cultural activities
Associations:	George Grigg J. Stone

	Mrs J. W. Morrison Rev Jules Johnstone
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The West Australian</i> , 13 March 1940, p. 2. <i>The South Western Advertiser</i> , 4 October 1940, p. 5. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, pp. 222-223.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple expression of the Inter War Gothic style expressed in brick. the place has historic value for its association with the establishment and development of the Methodist Church in the district. the place has historic value for its associations with community members who contributed to the establishment of the church; George Grigg, J. Stone and Rev Jules Johnson. the place has social value for the many members of the Rockingham community who have attended services or events at the church since 1940.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Rockingham Fire Station (fmr), Rockingham

Place No: 45



SITE INFORMATION		
Place Name:	Rockingham Fire Station (fmr)	
Other Names:	Fire Station Youth Centre	
Street Address	4 Hefron Street	
Locality	Rockingham	
Land Information:	Lot: 393	Diagram: 60465
	Reserve No:	C/T: 1600-923
GPS	32.291626°S 115.745974°E	

HERITAGE LISTING	
SHO inHerit database number	14639
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Fire and Rescue Service Heritage Inventory

PLACE TYPE	
Original Use:	Governmental: Fire Station
Current Use:	Social/Recreational: Youth Centre
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1972; 1998
Walls:	Brick: Painted
Roof:	Metal: Colorbond
Architectural Style	Late 20th century
Physical Description: A single storey painted brick and rendered building with a corrugated metal roof set back from the street with a large double driveway and front yard area. The lower station house portion of the building has modest sized screened windows on plain facades and a gabled roof. The fire engine and equipment side has a hipped roof. The two openings that once accommodated the entry and exit of fire engines between the building and the street have been filled in and now each contain a set of three screened windows. The piers and lintels surrounding these openings remain.	
Condition:	Good
Integrity	Low
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: This building was constructed in 1972 as the fire station for Rockingham and districts. With the growth of the region in the late 20th century it became apparent that the fire station services were inadequate for the region. A new fire station was built in Dixon Road c1990 and that facility continues to provide for the community. This facility is now managed by the City of Rockingham which adapted the building in 1998 as a Youth Centre to provide services for the community. Amongst their services the Station Youth Centre provides free and confidential services to young people aged between 12 and 24. Services for young people include support, information, advocacy, referrals, groups and programs from the duty system.	
Historic Theme:	Social and Civic Activities: Community services and Utilities Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham, Website, Youth Services http://www.rockingham.wa.gov.au/Services/Community-wellbeing-services/Youth-services Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the late 20th century style executed in brick. the place has historic value for its association with the growth of the region in the 1970s. the place has social value for its provision of a range of services to the community from fire station to youth services.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



*Interior of Fire Station in 1998 when conversion to Youth Centre underway
Courtesy Rockingham Campus Community Library*

Rockingham Theatres - Site

Place No: 46



SITE INFORMATION		
Place Name:	Rockingham Theatres - site	
Other Names:		
Street Address	Kent Street	
Locality	Rockingham	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	32.275851°S 115.731925°E Approx	

HERITAGE LISTING	
SHO inHerit database number	19938
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: Theatre
Current Use:	Commercial: Shops
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

The former theatres were located in the vicinity of Rockingham Hotel in Kent Street. The site has been redeveloped with no extant evidence of the former use.

Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION**Historical Notes:**

During the Inter War period Rockingham was a popular holiday destination. Outdoor Picture Theatres were popular from the 1930s through to the 1950s. The Cabaret which was also known as the Jazz Hall was built to the south of the Rockingham Hotel in c. 1920s. It was first used as a dance hall by licensees, the Harrisons and Griggs and then became the venue for moving pictures in Rockingham. Throughout the 1930s and 1940s Syd Hart and his wife ran the Theatre and later by Mr McGrath. In c. 1940, Jack Bidstrup who leased Mandogalup Hall in Safety Bay, used it as picture theatre named Bay View Theatre. It was showing films in opposition to the theatre in Rockingham and both occasionally showed the same films by swapping reels every half time. In c. 1944, Harry Delevale took over Rockingham Hotel and built an open-air theatre next to the hotel where the tennis courts were located.

In the late 1940s, an open-air theatre was built a few blocks south of the hotel towards Railway Terrace on a site sloping towards the screen at seaward end. It was less sheltered and patrons were watching films in the cold during winter nights. In the 1950s, a purpose built theatre called the 'Century Gardens' was constructed at the corner of Railway Terrace and Kent St. It was managed by Jack and Maureen Bidstrup who were also managing Bay View Theatre.

Historic Theme:	Social and Civic Activities: Sport, recreation and environment
Associations:	Bidstrup family; Harry Delvale
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the provision of entertainment during the Inter War period for holiday makers and local residents. the site has social value for the members of the community who recall and attended events at the theatres in the mid-20th century.
Level of Significance	Historic Site
Management Category	E Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

Rockingham Theatres, n.d. courtesy Rockingham Museum

Rockingham Beach School - Site, Rockingham

Place No: 47



SITE INFORMATION		
Place Name:	Rockingham Beach School - site	
Other Names:		
Street Address	9 Kent Street	
Locality	Rockingham	
Land Information:	Lot: 1	Strata Plan 18613 Diagram 76519
	Reserve No:	C/T: SP18613
GPS	32.276664°S 115.730984°E Approx	

HERITAGE LISTING	
SHO inHerit database number	18486
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Educational: Primary School
Current Use:	Commercial: Shop/retail
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1896; Demolished 1960s
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The site was redeveloped in the 1970s and no evidence of the school remains extant.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: The town of Rockingham slowly expanded in the 1890s, largely as a result of the booming timber industry and the subsequent exports of timber from the Rockingham jetty. In 1896, the first police station was built, in Kent Street, and the Rockingham Beach School was established on the south east corner Kent Street and Patterson Road. In 1897, the Rockingham Roads Board District was established, with the first meetings of the Board held on 21 May 1897. By 1908, with the port operations at an end, the town of Rockingham experienced serious decline. Police officers were no longer permanently based at the station; the school was closed down; the bakery closed. With difficulty, James Bell continued to operate his butcher shop and store, and the Hymus family, the Port Hotel. With the outbreak of war in 1914, the limited population of the Rockingham district was depleted further as able-bodied men enlisted for military service. With the closure of the Rockingham School in 1907, children from the area travelled to the East Rockingham school in Office Road. During the Inter War period an increase of the population in the district lead to the reopening of the school in Kent Street. In 1933, the Rockingham Road Board gave permission to the Education Department to use the Rockingham Hall for school purposes because of the increased number of students. The school continued to operate until the new school was opened in Bay View Street in 1935. The original school building in Kent Street was incorporated into a caravan park which was located on the site. Aerial photographs indicate that the school building was removed in the early 1960s.	
Historic Theme:	Social and civic activities: Education and science
Associations:	Alex McCallum; George Grigg
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The West Australian</i> , 17 June 1933, p. 16.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> The site has historic value for its association with the provision of education to the Rockingham community from 1897 to 1934. The site has social value for the members of the community who attended the school at that location or remember the school building at that location until the 1960s.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Rockingham Beach School, courtesy Rockingham Museum

Rockingham Police Station – Site

Place No: 48



SITE INFORMATION		
Place Name:	Police Station - site	
Other Names:		
Street Address	19 Kent Street	
Locality	Rockingham	
Land Information:	Lot: 300	Plan: 43170
	Reserve No: 49939	C/T: LR3154/895
GPS	32.276029°S 115.732091°E Approx	


HERITAGE LISTING	
SHO inHerit database number	18485
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Governmental: Police Station
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1896-7
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The building has been demolished and the site redeveloped. No evidence of the original police station remains extant.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: This site was the location of the first police station in the town of Rockingham built in 1896/7. The establishment of the station demonstrated the growth of the economy in the region. By 1908, when the port operations closed in Rockingham the town experienced a rapid decline and consequently police officers were no longer needed on a permanent basis. It was not until 1949, that a new permanent police station was built in Rockingham. The original timber framed police station had a variety of uses with a long term tenant the St John Ambulance Association. The former police station was demolished in 1976.	
Historic Theme:	Social and Civic activities: Law and Order
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The Mirror</i> , 23 April 1949, p. 6.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the establishment of Rockingham in the 1890s.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS	
	Former Rockingham Police Station, 1988, courtesy Rockingham Museum

Rockingham Hotel, Trees and Walls

Place No: 49



SITE INFORMATION		
Place Name:	Rockingham Hotel, Trees and Walls	
Other Names:		
Street Address	26 Kent Street	
Locality	Rockingham	
Land Information:	Lot 99	Diagram: 088032
	Reserve No:	C/T: 2029-634
GPS	32.275584°S 115.731657°E	

HERITAGE LISTING	
SHO inHerit database number	2321; 3218
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Other: Garden walls
Current Use:	Other: Garden walls
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1940s
Walls:	Stone: limestone
Roof:	N/A
Architectural Style	N/A
Physical Description:	
Condition:	Fair
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: <p>The walls evident adjacent to the Rockingham Hotel are believed to date from the extensive improvements undertaken in the 1940s by Reg Grigg. The construction of the walls in the locally sourced honeycomb (vuggy) limestone is consistent with many buildings constructed in the region.</p> <p>The pine trees adjacent to the walls are also evidence of the large scale landscaping and ground works undertaken to provide an attractive venue for holidaymakers from the 1930s onwards. Ted Lewington from the Rockingham Roads Board is credited with the planting of the pine trees.</p>	
Historic Theme:	Social and Civic activities: Sport, recreation and entertainment Occupations: Hospitality Industry and tourism
Associations:	Reginald Harrison Ted Lewington
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. State Heritage Office Documentation for Place 2321 prepared in 2011.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the walls and trees have aesthetic value as an attractive access way between Kent Street and Rockingham Beach and are a well-known landmark in the streetscape. the place has aesthetic value for its demonstration of the local limestone, quarried from the East Rockingham district and used to build a large number of early structures throughout Rockingham. the place has historic value for its association with Reg Grigg and Ted Lewington who were credited with planting the trees and undertaking the landscaping and ground works around the hotel. the place has social value for the community as a long-standing and popular site of social and recreational activity since the 1920s.
Level of Significance	Some/moderate
Management Category	C <p>Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.</p> <p>Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.</p>

ADDITIONAL PHOTOGRAPHS



Rockingham Hotel, Rockingham

Place No: 50



SITE INFORMATION		
Place Name:	Rockingham Hotel	
Other Names:	Port Hotel; Peron Hotel	
Street Address	26-40 Kent Street	
Locality	Rockingham	
Land Information:	Lot: 99	Diagram: 088032
	Reserve No:	C/T: 209/634
GPS	32.275182°S 115.731480°E	

HERITAGE LISTING	
SHO inHerit database number	17865 2321
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group Commercial: Hotel
Current Use:	Commercial: Hotel
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1898, 1920s, 1936, 1946, 1952, 1957, 1967, 1980s, 1994
Walls:	Stone: Rendered limestone
Roof:	Metal: Corrugated iron
Architectural Style	Inter War Functionalist Federation Arts and Crafts

Physical Description:

Rockingham Hotel comprises a two-storey limestone building with a hipped corrugated iron roof, which faces Kent Street and a single-storey rendered brick and tile building attached to the northern side.

The two-storey portion has French doors with fanlights above, opening to small cantilevered balconies on the street facing portion of the first floor. The roof eaves overhang to provide some protection to the balconies. The openings to this façade are currently irregularly placed and vary in size due to changes made over the years.

The single-storey portion has a series of regularly placed windows in sets of three with a single pane arched fanlight above, facing the carpark. The glazed double entry door on the same façade has a matching single pane arched fanlight. Between the carpark and the building is an alfresco area that is set behind a rendered pier and panel fence with glass infill panels, raised four steps from ground level. This part of the building has a curved corner to the northeast where it turns back to meet the two storey building.

Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION**Historical Notes:**

With the establishment of timber milling in Jarrahdale in the 1870s, a jetty was constructed at Rockingham in 1872. The establishment of the jetty led to the development and growth of public and commercial facilities in the Rockingham township.

In 1875, Daniel Hymus acquired Rockingham Town Lot 12, the future location of Rockingham Hotel. Daniel Hymus was married to Fanny Bell, and both families were amongst the first settlers of the East Rockingham Area. The original Port Hotel is believed to have been built on Lot 12 by Fanny's brother, James Bell Jnr, in 1886.

Daniel, Fanny and James Bell all remained associated with the management of the hotel in its early years. When first hotel was built, it was apparently a single storied wooden building, facing the sea, built on a slope with a long flight of steps leading to the bar.

By 1898, with obvious confidence in the future of Rockingham, Daniel and Fanny Hymus had added a new two-storey stone section, with a timber verandah, to the front of the original timber hotel. This building, with modifications remains fronting Kent Street and contains the Saloon Bar.

By 1902, Rockingham Port ceased to operate for timber exports although holidaymakers still often arrived by boat rather than by means of bush tracks.

In 1918, Daniel Hymus, leased the Rockingham Hotel to Mr L.D. Hicks, who operated the premises as the Peron Hotel (after Point Peron).

In 1922, the Rockingham Hotel was bought by Reginald Harrison, who was the then owner of the Criterion Hotel in Perth. Struggling since the port closure, by the 1920s the economic climate of Rockingham was to start looking up, mainly driven by the growing use of motorcars. With the car, Rockingham became more accessible. Particularly as it was far enough away from the metropolitan area that it qualified for Sunday drinking sessions, which were not permitted in the city.

The Rockingham Hotel was also a significant draw as it was developed by Harrison as the centre of Rockingham as a fashionable, high class seaside resort, famous for its beaches, bathing, fishing and drinking.

Harrison instigated an extensive program of improvements to the building and grounds. By the late 1920s,

the Rockingham Hotel had undergone substantial alterations and additions, giving it the appearance of a Federation Arts and Crafts style building. Harrison had built an extension to the front northern end to provide a small upstairs lounge, entered through a new porch, as well as an extension to the bar on the ground floor.

In 1925, Harrison sold Rockingham Hotel to a friend, George Grigg. Grigg added to the southern frontage of the hotel to increase both the bar and bedroom accommodation. The front verandah to Kent Street was also rebuilt. Historic photographs show this to be a two-storey verandah with a central gable, and a two-storey return along the northern side of the building.

Rockingham's first petrol pump was also erected on the Kent Street frontage of the site in the late 1920s, next to the hotel. The alterations and extensions to the Rockingham Hotel Site were a response to the increasingly popularity of the area as a holiday and tourist destination. During the summer season, the holiday accommodation was booked out. On weekdays, women and children would stay, with fathers joining them on the weekend. February was the time when farming families came, particularly from the Wheatbelt. The latter part of summer was popular for company picnics. Large parties, of 100 or so people, would come by boat to stay for the day.

In the 1930s, George Grigg and his son Reg Grigg planned to build a new hotel on the site but was thwarted by licensing issues so then set about modernising and renovating Rockingham Hotel in the Inter-War Functionalist style to designs by architect William Garnsworthy Bennett.

By 1944, an open-air picture theatre and picture garden had been added to the site, facing Kent Street between the tennis courts and the pond garden.

In December 1952, a new, revamped beer gardens was opened at Rockingham Hotel. By this time, Rockingham Hotel along with the adjacent Trocadero Building had become the focus and hub of much of the social and cultural activity in Rockingham.

In 1957, William Bennett & Associates Architects prepared plans for various alterations and additions to Rockingham Hotel. Extensions were made to the 1920s lounge and dining room areas at the back, and walls were removed in the front (Kent Street) section to accommodate a new bar and toilet.

In 1967, Rockingham Hotel verandahs to Kent Street and the north elevation were removed.

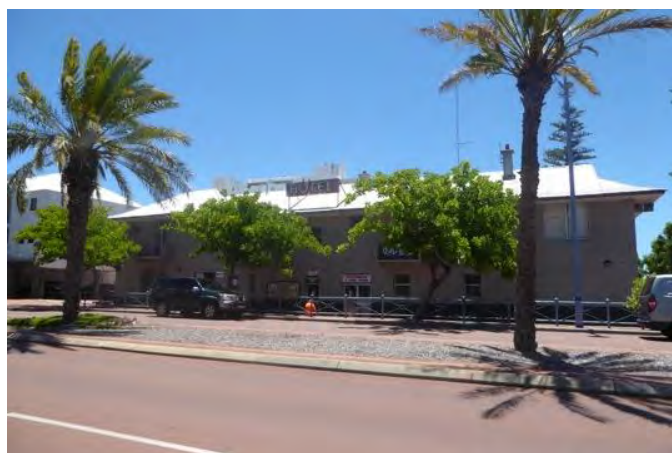
In c1989, the dining room was enlarged and a new restaurant with an alfresco area was added at the rear of the hotel facing the beach.

In 2008, the Rockingham Hotel was included on the State Register of Heritage Places and was subsequently removed from the Register in 2011.

Historic Theme:	Demographic Settlement and mobility: Depression and boom Transport and communications: River and sea transport Occupations: Timber industry Occupations: Hospitality industry and tourism Social and Civic Activities: Sport, recreation and entertainment Outside Influences: Tourism People: Early Settlers
Associations:	Grigg Family Bell Family Hymus family Reginald Harrison
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. State Heritage Office Documentation for Place 2321 prepared in 2011.
SIGNIFICANCE	
Statement of Significance	<i>The following statement is adapted from the documentation prepared for its removal from the State Register of Heritage Places in 2011.</i> Rockingham Hotel, comprising a two-storey limestone, brick, tile and iron hotel, limestone walls of the former beer garden, and mature Norfolk

	<p>Island Pines, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> the place is the last remnant of a once extensive seaside resort, and has been an important location for social gathering, entertainment and holidays since the 1890s, particularly for farming and working-class families, and contributes to the local and wider community's sense of place; the place is important for its association with settler families of the district including Bell, Hymus and Grigg; the place has landmark value, due to its prominence on the Rockingham foreshore; the place has been partially constructed in honeycomb (vuggy) limestone from the 'karst' landscape endemic to the East Rockingham area which is a rare building material; alterations to the Hotel demonstrate the changing nature and requirements of hotels from the 1890s to present day, facilitating a decline in the provision of accommodation and an increase in tavern trade; and, the place is representative of the type of buildings and facilities considered appropriate for a seaside hotel complex in the 1930s.
Level of Significance	Considerable
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved.</p> <p>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).</p>

ADDITIONAL PHOTOGRAPHS



Rockingham Hotel, n.d.
Courtesy Rockingham Museum



State Library of Western Australia
Rockingham Hotel, 1935, slwa, 031861PD

Roads Board Office (fmr), Rockingham

Place No: 51



SITE INFORMATION		
Place Name:	Roads Board Office (fmr)	
Other Names:	Rockingham Districts Historical Society and Rockingham Museum	
Street Address	41 Kent Street	
Locality	Rockingham	
Land Information:	Lot: 503	Plan: 052694
	Reserve No:	C/T: LR3141/483
GPS	32.275166°S 115.733111°E	

HERITAGE LISTING	
SHO inHerit database number	2324
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Governmental: Office
Current Use:	Educational: Museum
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1946
Walls:	Brick: common
Roof:	Tile: terracotta
Architectural Style	Inter War stripped classical
Physical Description: Post-WWII single storey brick and tiled building with art deco influences in its design. The building has two main entrances addressing Kent Street and Flinders Lane, with the principal façade facing Flinders Lane. Both entrances incorporate rendered parapet walls and ornamentation. The Flinders Lane parapet has 'MUSEUM' painted across the rendered expanse whilst the Kent Street parapet incorporates a narrow rectangular opening filled with polychromatic brickwork. A flat roof timber and fibre cement porch has been added to the Flinders Lane entrance. The brickwork is laid in stretcher bond with canted brick window sills. Windows are timber framed sashes, divided horizontally into 2, 3 and 5 panes reflective of the architectural style of the building. The roof is hipped with Marseille tile and wide eaves lined with fibre cement sheeting. A foundation stone dated 3 July 1946 is located to the north west of the Flinders Lane entry. A timber framed and fibre cement addition is located to the rear of the property and forms part of the museum function, with a further addition to the south east of the main entrance, clad in wire mesh obscuring much of the south east elevation of the building. Mosaic artwork reflecting the Timber Railway Line 1872-1908 has been installed adjacent to the building.	
Condition:	Good
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Rockingham Roads Board was established in 1897 with inaugural members John Thorpe, William Day, George Mead, James Junior and John Bell, Daniel Hymus and Charles Parkin, J.P. who was the Chairman. The office was a small one roomed timber building, with a stone frontage located on the corner of Office Road and Mandurah Road. In 1933, the Roads Board office was leased by the Education Department to supplement accommodation for the East Rockingham School, which was located on the other side of Mandurah Road on the corner of Wellard Road. This decision was influenced by the view that the Roads Board office was too far from the town and the office moved to rented accommodation in Rockingham. In 1946, a new Rockingham Roads Board Office costing £1850 was built on this site. The building, designed by architect E.W. Warne was opened by the Lieutenant Governor Sir James Mitchell on 25 October 1946. At the opening, the Chairman of the Rockingham Road Board, Mr G.E. Grigg, noted that during his association with the Road Board over 24 years, the board offices had been located in 'cottages, shops and other buildings and the new office would be greatly appreciated'. In 1971, new offices were built to accommodate the growing Shire of Rockingham and this building was vacated. In 1979, the former offices were offered to the Rockingham District Historical Society who had previously occupied premises on Marine Terrace since their establishment in 1969. In 1988, the building was extended to join with the library which occupied the rear site and in 1999 the library services vacated that building. The museum extended its occupancy to include the former library space and the volunteer staff has continued to collect items relevant to the City of Rockingham and put on regular displays.	
Historic Theme:	Social and civic Activities: Cultural activities Demographic settlement and mobility: Settlements

	Social and civic activities: Government and politics
Associations:	E.E. Warne George Grigg McNally & Barker Builders Sir James Mitchell Rockingham Museum Rockingham District Historical Society
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. The West Australian, 27 March 1946, p. 3; 26 October 1946, p. 18.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a landmark in the town and as a modest example of the Inter War stripped classical style. the place has historic value for its association with the development of the town in the period following World War Two. the place has social value for the members of the community who attended the place as local government offices from 1946 to 1971; and as a museum from 1971.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. Recommended for inclusion on the State Register of Heritage Places. The place should be retained and conserved. 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)

ADDITIONAL PHOTOGRAPHS



*Opening of the Road Board Offices 1946
Courtesy Rockingham Campus Community Library*

Anglican Church (fmr), Rockingham

Place No: 52



SITE INFORMATION		
Place Name:	Anglican Church (fmr)	
Other Names:	St Nicholas Church	
Street Address	63-65 Kent Street	
Locality	Rockingham	
Land Information:	Lots: 2 and 201	Diagrams: 090163 and 076412
	Reserve No:	C/T: 2063/435 2063/437 2063/438
GPS	32.273590°S 115.735910°E	

HERITAGE LISTING	
SHO inHerit database number	11613
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

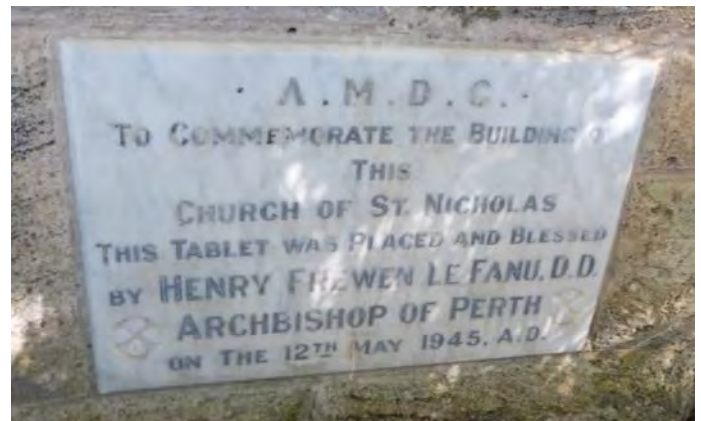
PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Religious: Church
Other Use:	Commercial: office premises

CONSTRUCTION DETAILS	
Construction Date:	1945
Walls:	Stone: Limestone
Roof:	Tile: Terracotta
Architectural Style	Inter War
Physical Description: A former church building that has been adapted for new use whilst retaining the original design intent of the building. The church is positioned in a prominent and elevated position on the corner of Kent Street and Wanliss Street, set back a distance from Kent Street behind gardens and parking areas. The building is of stone construction with distinctive tower which terminates in a prominent Marseilles tiled roof with timber framed openings immediately below. The former church building is constructed with local limestone laid in coursed rubble. The main body of the church has a steeply pitched gable roof. A centrally placed porch with glazed walls and steep pitched gable roof provides entry into the building. A large addition to the rear cannot be seen from the main elevation.	
Condition:	Good
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: In 1934, Reverend Thomas Purdy was appointed Rector of the newly formed parish of Rockingham/Spearwood and took up his residence in Rockingham, although at that time there was no church. A Ladies' Guild was formed in Rockingham, and through their efforts and those of Reverend Purdy, the Church of St Nicholas was built on the corner of Kent and Wanliss Streets. The architect and builder of the church have not been determined. The church was consecrated on 12th May 1945 by Archbishop of Perth Dr Henry Frewen Le Fanu on 16 December 1945. The local press described the building as follows: Built of local stone on a rise at the back of the township, the building is an imposing one. The interior is finished in plain jarrah which tones in with the surroundings. The cost of the completed work was £1,300, most of which was raised in the district. In the early 1960s, a large extension was added to the rear of the church on the south east elevation which was roofed in asbestos. The church was sold in 1979 and a new church, bearing the same name, was erected in Council Avenue for the Anglican Church. The former St Nicholas's Church was subsequently used as a church for the Salvation Army and dedicated by Colonel Roy Lovatt on 31st August 1980. A new entry porch was added in this period on the north west elevation. The building was subsequently sold and has been used as a dentist surgery since 1990.	
Historic Theme:	Social and Civic Activities: Religion
Associations:	Reverence Thomas Purdy
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. The West Australian, 15 December 1945, p. 6; 12 January 1946, p. 6.
SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a landmark in the town and for its

	<p>rock-faced stone walls, steeply-pitched gable roof forms, and its dominant square tower in the Inter War Romanesque style.</p> <ul style="list-style-type: none"> the place has historic value for its association with Reverend Thomas Purdy, the first Anglican rector of the Rockingham/Spearwood district. the place has historic value for its association with the Ladies Guild who campaigned and fundraised for the construction of the church. the place has social value for the community as a venue for religious congregation and worship from 1945 to 1990.
Level of Significance	Considerable
Management Category	<p>B</p> <p>Very important to the heritage of the locality. High degree of integrity/authenticity.</p> <p>Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.</p>

ADDITIONAL PHOTOGRAPHS





St Nicholas Church
Courtesy Rockingham Campus Community Library

Frank Churcher's Residence - site, Rockingham

Place No: 53



Site of former house and garage on Kent Street 1965, courtesy Landgate

SITE INFORMATION		
Place Name:	Frank Churcher's Residence - site	
Other Names:		
Street Address	176-178 Kent Street	
Locality	Rockingham	
Land Information:	Lots 1-8	Strata 49990
	Reserve No:	C/T:
GPS	32.265210°S 115.744832°E	

HERITAGE LISTING	
SHO inHerit database number	3147
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey residence Transport and Communications: Road - Other
Current Use:	Residential: Two storey residences
Other Use:	
CONSTRUCTION DETAILS	

Construction Date:	1935-36; 2005 (demolished)
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: N/A	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION

Historical Notes:

This site was the location of the home of former Chair of the Rockingham Road Board, Frank William John Churcher (c1891-1953) and his wife Annie Veronica Churcher nee Herlihy (c1893-1984).

In 1925, Frank and Annie were living at Karnup, where Frank had taken over the store originally conducted by the Public Works Department. Here he started a regular and profitable carrying business that ran to Fremantle. In 1931, Frank Churcher was listed as residing on the Group 81 Group Settlement, centred around Baldvis where he continued his carrying business.

In c1935, Frank and Annie Churcher settled in Rockingham and built the house formerly on this site. Between 1940 and 1943, and again in 1950, Frank Churcher was the Chairman of the Rockingham Roads Board.

A garage was built on the site facing Kent Street which was believed to be the first service garage in the town of Rockingham.

Following Frank's death in 1953, Annie Churcher remained at the house until her death in 1984. The house was demolished in 2005.

Historic Theme:	People: Local heroes and battlers Demographic Settlement and Mobility: Settlements Transport and Communications: Road transport
Associations:	Frank and Annie Churcher
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Australian Electoral Rolls, 1903-1990s.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with former Chairman of the Rockingham Road Board, Frank William Churcher and his wife Annie Veronica Churcher who made a significant contribution to the community. the site has historic value as the location of the first garage for servicing of vehicles in the town of Rockingham.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

Lake Richmond, Rockingham

Place No: 54



SITE INFORMATION		
Place Name:	Lake Richmond	
Other Names:		
Street Address	Lake Street	
Locality	Rockingham	
Land Information:	Lot: Lots 18, 1596 and 8001	Plans 218621 and 25925
	Reserve No: 9458 and 47145	C/T: LR3131/925 LR3146/138 LR3146/136
GPS	32.285736°S 115.714767°E	

HERITAGE LISTING	
SHO inHerit database number	18483
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	Department of Aboriginal Affairs Register of the National Estate

PLACE TYPE	
Original Use:	Park/Reserve
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: A perennial freshwater lake, 1000m long and 600m across, occupying an area of 40ha and located in the Quindalup dune system. The lake features unique freshwater thrombolites and is bordered by the flats which are vegetated with sedge and rushes. 4m high dunes surround the flats to the northwest and southeast and are vegetated by low lying coastal scrub. The Lake is almost 1km in length, 600m wide and the water area covers approximately 40ha. The water depth fluctuates throughout the year with its deepest point being the centre at approximately 15m.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Lake Richmond was created when part of the marine portion of Cockburn Sound filled during the last 4000 years. Once formed, the lake was fed from rainfall and seepage from the groundwater through the dunes in the Safety Bay region and later the inlet drains that were installed. Thrombolites appear in Lake Richmond as rock-like structures, which occur in 15 metre wide zones around the circumference of the lake, the most visible being on the east side. Thrombolites are basic microbial structures, which along with Stromatolites, represent the oldest living organism on earth, however the two differ greatly as Stromatolites have a layered internal structure, and Thrombolites have an unlayered, clotted internal structure. The Lake Richmond Thrombolites are unique as they differ substantially in composition and structure from all other known Thrombolites in the world. Lake Richmond represents a significant ceremonial and mythological site for the Nyungar people, who believed that the Waugal, which represents the life and spirit of water, created water bodies surrounded by dune systems through its movement across the lands, and Lake Richmond was seen as the embodiment of this belief. Settlers first came to the Rockingham district in December 1829 although the early settlements in the district were abandoned. It was not until the late 19th century that the area became more settled for grazing and townsites grew with the establishment of the timber industry. Lake Richmond was gazetted as a Reserve for freshwater in 1904. It is believed that the lake was named after the London borough of Richmond. During the war years, the lake was utilised by the 10th Light Horse Regiment, who are believed to have established an encampment neighbouring the lake. Settlers and pioneers used Lake Richmond until at least the 1930s as an area for grazing and as a source of fresh water for stock. Over time, various groups have utilised Lake Richmond as a site for recreation. Up until 1956, duck shooting was permitted, and for a brief period in 1961 the Lake Richmond Ski Club used the lake for water skiing, however this was discontinued after opposition by local residents. Lake Richmond and its surrounding reserve has been continuously used by birdwatchers and nature walkers. Along with the other lakes in the district; Lake Cooloongup, Lake Walyungup, Tamworth Hill Swam and Port Kennedy; Lake Richmond was identified as a potential regional park in 1983. It was subsequently included in the larger Rockingham Lakes Regional Park which was established in 1997. In 1992, the Lake Richmond Area was placed on the Register of the National Estate, which highlighted the significance of the lake's unique freshwater Thrombolites, and its unusual method of lake formation. Additionally, in 2000, one site at Lake Richmond was registered under the Aboriginal Heritage Act, 1972	

(AHA) as a site of spiritual importance.

Lake Richmond was permanently included on the State Register of Heritage Places in 2017.

Historic Theme:	Demographic settlement and mobility: Environmental change Social and civic activities: Sport, recreation and entertainment Social and Civic Activities: Environmental Awareness People: Aboriginal people People: Early settlers
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. State Heritage Office Register and Assessment Documentation for place 18483, Lake Richmond.

SIGNIFICANCE	
Statement of Significance	<p><i>The following statement has been drawn from the State Heritage Office Register Documentation prepared in 2012 and altered in 2014.</i></p> <p>Lake Richmond, a freshwater lake with associated sedgelands located within the Quindalup Dune system, has cultural significance for the following reasons:</p> <ul style="list-style-type: none"> the place is host to very rare and critically endangered Thrombolites. The rock-like Thrombolites are organosedimentary structures, which grow and survive in the calcium rich, freshwater of the lake. They are rare as there are few other places in the world that live Thrombolites can be found, and the Thrombolites at Lake Richmond have a unique internal structure which is not known to have occurred anywhere else in the world; the place is rare as a freshwater lake with considerable size and depth, which in its close proximity to the ocean, has the potential to yield information about the seaward advancement of the coastline which caused the lake to become separated from the ocean 4000 years ago; the place is an important Aboriginal mythological site; the place was an important site to Aboriginal people and early European pioneering activity in Western Australia, providing a source of fresh water, food and shelter to both groups; and, the place has been continuously used since the 1960s by the local community as a site for recreational and educational activities.
Level of Significance	Exceptional
Management Category	<p>A</p> <p>Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved.</p> <p>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).</p>

ADDITIONAL PHOTOGRAPHS



Palm Beach Jetty - site, Rockingham

Place No: 55



Image courtesy Rockingham Visitor Centre

SITE INFORMATION		
Place Name:	Palm Beach Jetty - site	
Other Names:		
Street Address	Palm Beach	
Locality	Rockingham	
Land Information:	Lot: Lot 444	Diagram/Plan:
	Reserve No: 22779	C/T:
GPS	32.276768°S 115.720628°E	


HERITAGE LISTING	
SHO inHerit database number	18494
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Transport/Communications: Water - Jetty
Current Use:	Transport/Communications: Water - Jetty
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1944; demolished 2008
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Palm Beach Jetty was demolished c.2008 with the current jetty being constructed in 2010 in the same position. Interpretation has been added at the entrance to the jetty commemorating the Z Force Memorial which is housed on Garden Island. Reference is also made to the former Palm Beach Jetty by continuance of the name in the current jetty.	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION	
Historical Notes: In the early decades of the 20th century there was a small private jetty on this site for the settlers in the area. In 1944, the Navy who were based on Garden Island constructed a new jetty on the site to replace the jetty. The new structure was built of timber and concrete piles and extended 365 feet from the shore, with an L-shaped extension 350 feet long and 34 feet wide. At the junction of the two elements of the jetty was a two storey hut. The jetty was used as a mooring place for RAAF Corvettes, and later, used as a mooring for North West whaling boats during their off-season. The jetty was later used by ferries taking passengers and supplies to Garden Island. By the late 1960s the condition of the extension was poor and it was reduced in size and the hut removed. This smaller jetty structure remained insitu until late 2008 when all evidence of the structure was removed. In 2009, the current [2017] was built at the same location and is known as the Palm Beach Jetty.	
Historic Theme:	Transport and communications: River and Sea transport
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the former jetty at this site which was built by the Navy for their use during World War II and in the following decades. the site has social value for the members of the community who used the former jetty at this site for a variety of recreational pursuits.
Level of Significance	Historic Site
Management Category	E Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS	
	
Palm Beach Jetty, courtesy Rockingham Museum	

Lakeside, Rockingham

Place No: 56



SITE INFORMATION		
Place Name:	Lakeside	
Other Names:	Saw Family Home Lucy Saw Home Serenity Lodge	
Street Address	65 Parkin Street	
Locality	Rockingham	
Land Information:	Lot: 16	Diagram 087561
	Reserve No:	C/T: 2017/243
GPS	32.279960°S 115.718490°E	

HERITAGE LISTING	
SHO inHerit database number	3370
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey residence
Current Use:	Residential: Single Storey residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1920
Walls:	Metal: Corrugated iron
Roof:	Stone: limestone
Architectural Style	Inter War Californian Bungalow
Physical Description: Single storey residence with enclosed front verandah impacting on the original aesthetics of the place. The house is of brick and stone construction with hipped iron roof which extends down with a break of pitch to form the verandah canopy. A tall brick chimney extends up the eastern side of the property. The original verandah has been enclosed with fibre cement cladding, corrugated iron cladding and louvered openings. The house is set back behind a large garden with a mature tree directly in front of the house and timber post and rail fence across the street boundary. The house is located at an angle to the street.	
Condition:	Poor
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: This residence was built in the early 1920s for the Saw family which included William Edward Saw (c1856-1945), his wife Francis Amelia, nee White (c1861-1951) and several of their nine children. William Saw was a farmer in the Armadale district in the early 20th century who regularly brought his family to Rockingham for holidays. In 1919, the family moved permanently to Rockingham and established a farm in a large parcel of land bounded by Bell, Parkin and Fisher Streets and Lake Richmond to the south. The family originally lived in a small timber cottage before building this substantial stone home which they named 'Lakeside' for it was the closest building to the lake on this northern side. William Saw also built eight holiday cottages on the property and the produce from the farm was a valuable resource for the visitors and local residents. The Saws also built and operated a small shop nearby to sell their produce. One of the Saw children, Lucy Harriet Saw (c1888-1969) was a trained nurse and her services were regularly used by the community especially when the nearest doctor was in Fremantle. Local residents recall that Lucy Saw was unstinting in providing care for the community and her contribution was recognised when the Women's and Children's Refuge Centre established in the district was named in her honour. Lucy and her sister Edith Frances Saw (c1881-1963) lived at the house until the late 1950s. Since that time the house has had a series of occupants and the building has undergone alterations and additions, the most apparent the enclosure of the verandahs. The residence was the venue for Serenity Lodge in Rockingham. Established by businessman Ken Ashton in the late 1970s, Serenity Lodge provided accommodation and counselling for recovering alcoholics. The name and services of Serenity Lodge continues today [2017] in Rockingham at a different location. Aerial photographs indicate that the original extent and form of the residence have changed minimally since the mid 20th century.	
Historic Theme:	Demographic settlement and mobility: settlements Occupations: Rural industry and market gardening Social and civic activities: Community services and utilities People: Local heroes and battlers
Associations:	Saw family Lucy Saw Ken Ashton
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Australian Electoral Rolls, 1903-1980.

Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, pp. 198-199.
The Australian Women's Weekly, 18 October 1978, p. 65.

SIGNIFICANCE

Statement of Significance

- the place has aesthetic value as a large and intact example of the Inter War Californian Bungalow style executed in limestone.
- the place has historic value for its association with the Saw family who were early settlers in the district and made a significant contribution to the community.
- the place has historic value for its association with Lucy Saw who was a most valued member of the Rockingham community as a midwife and nurse.
- the place has social value for its contribution to the community's sense of place because of its continuity of function since c1920 and its association with the early development of the area for farming and as a holiday destination.
- The place has social value for its association with Serenity Lodge for the provision of support and counselling services to the community.

Level of Significance

Considerable

Management Category

B

Very important to the heritage of the locality. High degree of integrity/authenticity.

Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Lakeside c1921, courtesy Rockingham Museum

Millars Cottages (fmr), Rockingham - Site Place No: 57



SITE INFORMATION		
Place Name:	Millars Cottages (fmr) - Site	
Other Names:		
Street Address	165 Parkin Street	
Locality	Rockingham	
Land Information:	Lot: 151	Plan 5742
	Reserve No: -----	C/T: 1906/434
GPS	32.278010°S 115.728930°E	

HERITAGE LISTING	
SHO inHerit database number	3150
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	None

PLACE TYPE	
Original Use:	Residential: Single Storey residence
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1890s
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

N/A – the buildings on this site are not from the period of construction associated with the Millars Timber and Trading Company.

Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION**Historical Notes:**

The site in Parkin Street, was the location of a row of five cottages built for workers of Millars Timber and Trading Company in the 1890s.

Rockingham Port was used by the timber industry for the export of timber and Millars was one of the most influential companies in this industry. Groups of cottages were common throughout the south west of the state wherever workers were needed.

These cottages were later used as holiday rental cottages and subsequently were sold and the lots cleared from the 1950s onwards. The last of these cottages was demolished in 2002.

Historic Theme:	Occupations: Timber Industry
Associations:	Millars Timber and Trading Company
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. City of Rockingham Heritage Assessment, 2002.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> This site has historic value for its association with the timber industry which was one of main factors in the establishment and development of the town of Rockingham.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

Millars Cottages, courtesy Rockingham Museum

Fisher's Bakery - Site, Rockingham

Place No: 58



SITE INFORMATION		
Place Name:	Fisher's Bakery - site	
Other Names:		
Street Address	175 Parkin Street	
Locality	Rockingham	
Land Information:	Lot: 154 and 155	Diagram: 10838
	Reserve No:	C/T: 1962/895 1087/496
GPS	32.277305°S 115.729607°E	

HERITAGE LISTING	
SHO inHerit database number	18487
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Commercial: Bakery
Current Use:	Vacant/Unused
Other Use:	Commercial: Shop/Retail store

CONSTRUCTION DETAILS	
Construction Date:	1897: demolished
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

N/A	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION**Historical Notes:**

This site was the location of a bakery established by the Fisher family c1897.

Baker and pastrycook, William Fisher (1849-1914) arrived in Rockingham from New South Wales in 1896. He was accompanied by three of his five sons; the remainder of the nine children stayed in NSW with his wife Elizabeth, nee Warwick (1853-1952). On arrival William Fisher worked for Millars Trading Company before establishing his bakery on this site. The remainder of the family joined them in Rockingham in 1897.

Business was successful in Rockingham until the decline in the timber industry and in 1908; William Fisher relocated his family and the business to Armadale. This business did not prosper and in October 1908 William Fisher was facing bankruptcy proceedings.

The bakery in Rockingham was housed in a simple timber building constructed of 'face cut' timbers. It is not known how long it was present on this site before it was demolished.

Historic Theme:	Demographic Settlement and mobility: Settlements
Associations:	Fisher family
Sources:	Landgate land information and aerial photographs. Australian Electoral Rolls, 1893-1980. <i>The West Australian</i> , 14 October 1908, p. 5; 14 January 1914, p. 9. Taggart, Nora, <i>Rockingham Looks Back A History of the Rockingham District 1829-1982</i> , Rockingham District Historical Society, 1984, p. 96-97 Erickson, Rica (comp.) <i>The Bicentennial Dictionary of Western Australians pre 1829-1888</i> , UWA Press, 1988

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the provision of services to the small community in Rockingham in the late 19th and early 20th century.
Level of Significance	E
Management Category	Historic Site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

Fisher's Family Christmas 1906. Courtesy Rockingham Museum

Golf Course - Site, Rockingham

Place No: 59



SITE INFORMATION		
Place Name:	Golf Course - Site	
Other Names:		
Street Address	Cnr Patterson Road and Read Street	
Locality	Rockingham	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	32.278951°S 115.736954°E Approx	

HERITAGE LISTING	
SHO inHerit database number	19935
City of Rockingham MI	Adopted: 14/12//2010
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: Golf Course
Current Use:	Commercial: Other
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1947
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Originally an extensive area running south from the current day Paterson Road to Leghorn Street and between Read Street and Goddard Street. The area is now developed with residential and commercial building and no evidence of the golf course remains extant.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: The Rockingham Golf Club began in 1947 when 24 local residents gathered to discuss and organise the building of a golf course. A lease for 200 acres was granted and leading designer Tom Howard designed an 18 hole golf course on the south east corner of Patterson Road and Read Street. The Rockingham Hotel on Kent Street served as the clubhouse until later replaced with a clubhouse on the course near the present day Commodore Drive which was opened by Sir Charles Gairdner in 1958. The golf course moved to its current location at Elanora Drive in 1985 and the land is now [2017] occupied by commercial tenancies.	
Historic Theme:	Social and Civic Activities: Sport, recreation and environment
Associations:	Tom Howard Sir Charles Gairdner
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the establishment of a successful sporting facility by the local community. The golf club which was established at the site continues to operate today [2017] at a different location in the City of Rockingham.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Rockingham Golf Club Clubrooms, courtesy Rockingham Museum

Sutton Residence (fmr), Rockingham

Place No: 60



SITE INFORMATION		
Place Name:	Sutton Residence (fmr)	
Other Names:	Residence, 30 Rae Road	
Street Address	30 Rae Road	
Locality	Rockingham	
Land Information:	Lot: 183	Diagram: 035403
	Reserve No: -----	C/T: 1955/593
GPS	32.267600°S 115.743477°E	

HERITAGE LISTING	
SHO inHerit database number	None
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	1949-51
Walls:	Brick: common Stone: Limestone
Roof:	Tile: Terracotta
Architectural Style	Post War
Physical Description: Single storey limestone and fibre cement sheet tiled house of traditional asymmetric plan form. Limestone cladding to the place is likely to be a later addition. The main entrance to the property is of traditional form with side lights and fanlight, positioned tight in the corner adjacent to the projecting wing. A short verandah extends across the recessed section of the façade supported on turned timber columns. The canopy to the verandah forms part of the main roof with a break of pitch over the verandah. The projecting section of the façade incorporates a three section window with painted sills and lintel. The roof is hipped in form with a separate hip above the projecting wing. A steep pitched vented gablet is positioned in the centre of the street facing roof plane. The front garden is enclosed by a vuggy limestone wall with palisade fencing above and dense planting along the street boundary. The driveway extends along the western boundary of the property leading to a detached later period garage.	
Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: This residence was built for the Sutton family consisting of Philip and Evelyn Sutton and their four daughters. The Sutton family had moved to this location in January 1949 to join the Bassula family to farm sheep on the large property of 530 acres from Rae Road to Lake Richmond and west to the Rockingham townsite. When the family moved there was a dairy and a shearing shed on the site. The Sutton's lived in the dairy and the Bassula family lived in the shearing shed. Philip Sutton secured ownership of a large parcel of land designated as Lot 35 from N. Bassula in September 1949. His application to the Rockingham Road Board to build a residence had been approved in July 1949. Due to the shortage of building materials in the period following World War Two, Philip Sutton carved by hand blocks of the distinctive local vuggy limestone, or capstone from a site approximately half a kilometre from the house. Local builder Charlie Clarke oversaw the construction of the house which took nearly two years to build. Because of the porous nature of the stone the external surfaces on the weather side were cement rendered. Philip Sutton found work at the local Ice Works as farming in the district was not viable given the poor quality of the soil. In the early 1950s, Philip Sutton subdivided the lot and sold portions to local businessman Reg Grigg. When the Sutton family lived at the place a large vegetable garden was established on the eastern side of the house as was a limestone garage. The property was subdivided c1990. Additions and alterations have been undertaken on the residence since a change of ownership in c2003. The original form and extent of the residence can still be determined. It is noted that the front verandah roof was originally clad in corrugated iron and a second storey addition has been added.	

Historic Theme:	Demographic Settlement and mobility: Government Policy
Associations:	Sutton family Charlie Clarke – builder
Sources:	Notes from Ann Graham, nee Sutton, supplied by the Rockingham District Historical Society. Landgate land information and aerial photographs. Australian Electoral Rolls, 1893-1980. <i>The South Western Advertiser</i> , 25 May 1950, p. 10.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value for its demonstration of the restrained post war style executed in brick and tile which can still be determined. the place has historic value for its association with the development of Safety Bay in the post war period.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Three Timber Jetties - Site, Rockingham

Place No: 61



SITE INFORMATION		
Place Name:	Three Timber Jetties - site	
Other Names:		
Street Address	Railway Terrace	
Locality	Rockingham	
Land Information:	Lot: 408	Plan: 5742
	Reserve No: 21487	C/T:
GPS	Approx 32.274445°S 115.702289°E	

HERITAGE LISTING	
SHO inHerit database number	18496; 18779
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Transport and Communications: River and Sea Transport
Current Use:	Transport and Communications: River and Sea Transport
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1860s; 1872; 1882; 1898; 1950
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description:	
N/A	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION	
<p>Historical Notes:</p> <p>Although the town of Rockingham was surveyed in 1847, the town and its surrounds experienced only minimal development until the 1870s. It was the settlement in East Rockingham that was more established in the mid-19th century. Rockingham did have a small jetty, approximately thirty feet long, into the waters of Cockburn Sound which enabled the delivery of supplies to the settlers in the district.</p> <p>In 1872, a new, longer deep sea jetty was built at Rockingham to ship timber sourced from the adjacent forests. The Rockingham Jarrah Timber Company was the driving force in the development of the timber industry in the region. The company was originally formed in the eastern states and went through many owners, management structures and names during its existence.</p> <p>The timber was sent to Rockingham Port on a wooden-railed tramway which was roughly aligned with the present day Patterson Road. The tramway continued onto the jetty to enable loading directly onto the ships tied up to the jetty. The timber rails were inefficient and were replaced with iron rails in 1878. By 1882, the timber trade was booming and another jetty was built on the eastern side of the existing jetty.</p> <p>Rockingham was largely a port town in the 19th century with few other buildings in the townsite. A large lot near the jetties was used by the company for the stacks of timber ready for export. Rockingham port was the leading exporter of timber in the mid-1880s but a period of worldwide economic decline led to a lessening in demand for timber.</p> <p>In the early 1890s, with the discovery of gold at Coolgardie and Kalgoorlie the economy of Western Australia boomed, with timber exports from Rockingham increasing and exceeding earlier quantities. In 1898, the third and longest jetty was built at Rockingham, to the east of the existing jetties.</p> <p>The opening of a railway line from Bunbury to Perth and hence to Fremantle in 1893 limited the timber trade in Rockingham. It was now easier and cheaper to supply the metropolitan market for timber by rail to Perth or Fremantle rather than railing it to Rockingham and then lightering it to Perth or Fremantle. The completion of deep-water harbour facilities at Fremantle in 1897 was a significant factor in the downturn of exports from Rockingham.</p> <p>In 1902, the Rockingham Railway Jarrahdale Jarrah Forests Company became part of the combine of timber mills trading under the name of Millars' Karri and Jarrah Company 1902) Limited. The 'Combine' accessed ports all along the coastline and despite efforts to continue the timber trade from Rockingham Port it was no longer economically viable and the port ceased to function in 1908.</p> <p>The first and second jetties had disintegrated by the 1930s and the largest jetty, often referred to as 'Millars Jetty' was in a seriously degraded state in the 1940s. In 1950, the jetty was reconstructed for the owner, George Grigg by his sons, Reg and Ragy Grigg. The railway lines along Railway Terrace were also removed in the 1950s as part of the shift toward improving the town as a holiday destination.</p> <p>The jetty was reopened in December 1950 with the arrival of the S.S. Emerald from Perth with a boatful of holiday makers. George Grigg had many businesses in Rockingham catering to visitors to the town. This jetty slowly disintegrated in the following decades and the final structures were removed in 2009.</p> <p>In the early 1960s, a smaller pedestrian jetty was constructed at the base of Val Street. This jetty has been developed in stages since that time and is the location of the current jetty.</p>	

Historic Theme:	Transport and Communications: River and Sea transport Transport and Communications: Rail and light rail transport
Associations:	Grigg family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, pp. 68-72. <i>The Ballarat Star</i> , 1 July 1872, p. 3. <i>The West Australian</i> , 2 December 1948, p. 12.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the timber industry which was responsible for the development of the town of Rockingham. the site has social value for the many members of the community who used the jetties for recreation
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Loading timber at Rockingham Jetty, 1890s, courtesy Rockingham Museum

Founder's Memorial, Rockingham

Place No: 62



SITE INFORMATION		
Place Name:	Founder's Memorial	
Other Names:		
Street Address	Railway Terrace	
Locality	Rockingham	
Land Information:	Lot: None	Diagram/Plan: Road Reserve
	Reserve No: Road Reserve	C/T:
GPS	32.276705°S 115.729620°E	

HERITAGE LISTING	
SHO inHerit database number	18489
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Other Structure
Current Use:	Monument/Cemetery
Other Use:	Monument/Cemetery

CONSTRUCTION DETAILS	
Construction Date:	1979; 2001 (time capsule removed)
Walls:	Brick: Common
Roof:	N/A
Architectural Style	N/A

Physical Description:

Brick column with bronze sculpture and town clock commemorating the pioneers of the Rockingham District. A plaque located below the clock commemorates the date the Memorial was erected and the reasoning behind it. The Memorial is located in a prominent position at the top of Railway Terrace, at the intersection with Kent Street/Parkin Street.

Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

This memorial was built in 1979 as an initiative of the Rockingham High School and the Apex Club of Rockingham. The bricks used in the construction of the memorial are consistent with the style common in that period. Rockingham High School Senior Art Teacher, Darryl Jane designed the artwork on the top of the brick pillar. The memorial was unveiled by prominent local citizen and historian, Nora Taggart.

At the time of its construction a time capsule was installed in the memorial and this was opened in 2001. The memorial recognises the arrival of settlers to the Swan River Colony in 1829 and was part of the state wide 150th or Sesqui-centennial celebrations.

Historic Theme:	Social and civic activities: Cultural Activities
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has social value for its association with the commitment from the local community to the celebration of the arrival of Captain Stirling and settlers. the place has aesthetic value as a landmark in the streetscape.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS

Timber Railway - site, Rockingham

Place No: 63

**SITE INFORMATION**

Place Name:	Timber Railway - site	
Other Names:		
Street Address	Railway Terrace	
Locality	Rockingham	
Land Information:	Lot: None	Diagram/Plan: Road Reserve
	Reserve No: Road Reserve	C/T:
GPS	Approx 32.276402°S 115.729288°E	

HERITAGE LISTING

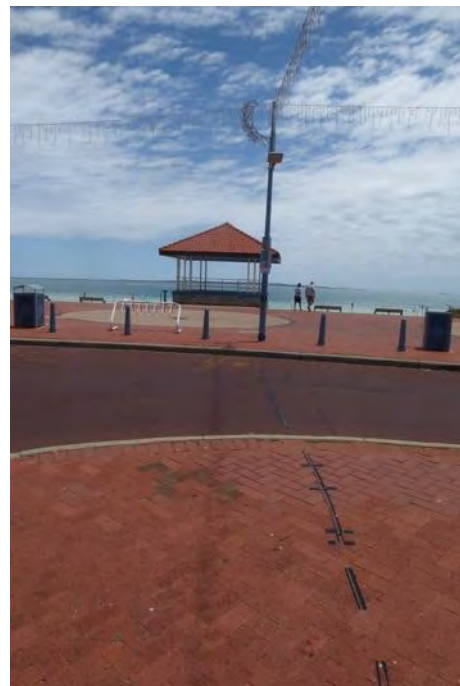
SHO inHerit database number	18484
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	Historic Site
Original Use:	Transport/Communications: Railway line
Current Use:	Transport/Communications: Road
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1868; 1872; 1898; 1949
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: All evidence of the former railway has been removed from the street.	
Condition:	N/A
Integrity	Low
Authenticity	Low

HISTORICAL INFORMATION	
<p>Historical Notes:</p> <p>Although the town of Rockingham was surveyed in 1847, the town and its surrounds experienced only minimal development until the 1870s. Prior to 1869, a small jetty, approximately thirty feet long, had been constructed out into the waters of Cockburn Sound to bring supplies to the settlers in the district. By 1872, a new, longer deep sea jetty was built at Rockingham to ship timber sourced from the adjacent forests. The jetty was located slightly to the west of the present day Railway Terrace although not as far to the west as the current [2017] jetty.</p> <p>The timber was sent to Rockingham jetty on a wooden-railed tramway which was roughly aligned with the present day Patterson Road. The timber railways were inefficient, and after an injection of capital the timber rails were replaced with iron rails imported from England in 1878.</p> <p>In the early 1890s, with the discovery of gold at Coolgardie and Kalgoorlie the economy of Western Australia boomed, with timber exports from Rockingham expanding greatly. In 1898, increases in shipping necessitated extending the main jetty at Rockingham. Other smaller jetties were built alongside the main jetty to service the growing trade.</p> <p>The opening of a railway line from Bunbury to Perth and hence to Fremantle in 1893 limited the timber trade in Rockingham. It was now easier and cheaper to supply the metropolitan market for timber by rail to Perth or Fremantle rather than railing it to Rockingham and then lightering it to Perth or Fremantle. The completion of deep-water harbour facilities at Fremantle in 1897, meant that Rockingham's function as a port ended by 1908.</p> <p>The railway line remained at Rockingham serving the town and district but its importance dwindled with the increased uptake of motor vehicles and the tracks were removed in 1949.</p> <p>Railway Terrace had always been located adjacent to the railway line and with the removal of the tracks the road was widened to enable parking on both sides of the road and in its centre.</p> <p>The railway lines were removed in the late 1940s</p>	
Historic Theme:	Transport and communications: Rail and light rail transport
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, pp. 68-72.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a wide street that provides a distinctive streetscape between Kent Street and the beach. the place has historic value as its alignment is associated with the location of the former railway which was significant to the development of the town in the late 19th century. the place has social value as Railway Terrace is one of the main streets in the town where the community gather particularly to socialise at the beach and surrounding retail premises.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

Former railway line alongside Railway Terrace, n.d., courtesy Rockingham Museum

Rockingham Beach Post Office - site, Rockingham

Place No: 64



SITE INFORMATION		
Place Name:	Rockingham Beach Post Office - site	
Other Names:		
Street Address	15 Railway Terrace, Cnr Kent Street and Railway Terrace	
Locality	Rockingham	
Land Information:	Lot: 15	Strata Plan 13613:
	Reserve No: -----	C/T:
GPS	32.276874°S 115.729133°E	

HERITAGE LISTING	
SHO inHerit database number	18490
City of Rockingham MI	Adopted: 25/03/2008
Other Listings	

PLACE TYPE	
Original Use:	Transport Communications: Communications: Post Office
Current Use:	Commercial: Shop
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1955; demolished c1984
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: N/A	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
<p>Historical Notes: Postal services had been conducted in Rockingham at several locations prior to the construction of these premises in 1955.</p> <p>Postal services had been conducted from 1864 to 1867 by James Herbert at the Rockingham Arms Hotel and from 1867 to 1893, in the Rockingham Beach school. In 1893, a building was constructed near the corner of Parkin Street and Railway Terrace which was the location of a business premises which operated the postal services for Rockingham. Telegraph and telephone services also operated from these premises.</p> <p>The first Postmaster and Telegraphist at Rockingham was George Hymus (1893-1897), followed by H.N. White (1897-1898), Ella Grover (1898-1900), Ada Hymus (1900-1905), Mabel Hanretty (1906-1921, 1926-1930), Vera Bell (1921-1926), Mary Flaherty (1930-1943), and Mrs McLean (1943-1955). A new Rural Automatic Telephone Exchange was built in Rockingham in 1939.</p> <p>The building which was formerly on this site was built in 1955 and was a standard design for Post Offices used throughout Western Australia in the mid-20th century. The building was prefabricated and constructed for a cost of £ 9,777. The Post Office was officially known as Rockingham Beach.</p> <p>In 1981, the Rockingham Beach Post Office was relocated to the Rockingham City Shopping Centre. A new facility, called the Rockingham Beach Post Office, opened in Kent Street. The Post Office building was demolished c1984.</p>	
Historic Theme:	Transport and Communications: Mail Services
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Rockingham District Historical Society Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> The site has historic value for its association with the provision of postal services from 1955 to 1981.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Location of former Postal Services, within premises near corner of Parkin Street and Railway Terrace, 1938

Courtesy NAA, K1131, W368A



Location of former Postal Services within premises near corner of Parkin Street and Railway Terrace, 1938

Courtesy NAA, K1131, W368B



First Designated Post Office, 1970s

Courtesy Rockingham Museum



Conversion of Post Office to community venue

Courtesy Rockingham Campus Community Library

Amur Shipwreck, Rockingham

Place No: 65

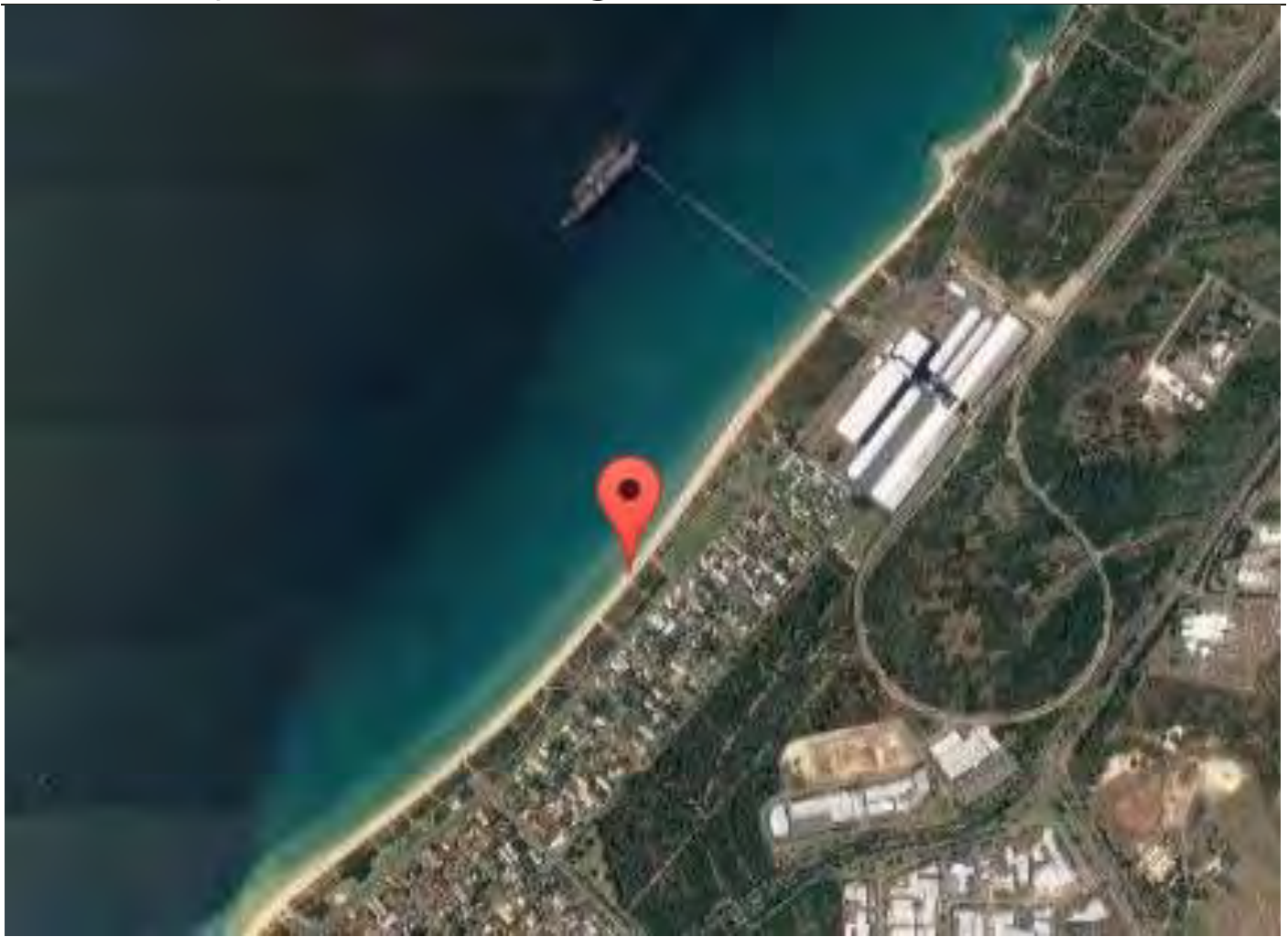


Image courtesy WA Museum Shipwreck Database

SITE INFORMATION		
Place Name:	Amur Shipwreck	
Other Names:		
Street Address	Rockingham Beach	
Locality	Rockingham	
Land Information:	Lot: None	Diagram/Plan: Reserve
	Reserve No:	C/T:
GPS	32.263983°S 115.714920°E	

HERITAGE LISTING	
SHO inHerit database number	None
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	WA Museum Shipwrecks database

PLACE TYPE	
Original Use:	Transport/communications: Water: Ship
Current Use:	Historic Site
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1862 built: 1887 wrecked
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: N/A	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION	
Historical Notes: The vessel 'Agnes Holt' was built in Sunderland UK, 1862, its part iron framed construction was considered 'experimental'. The vessel was used on the Western Australian coast for a variety of cargoes. When laid up in Careening Bay for repairs it drifted ashore when at anchor and ran aground at Rockingham. The owners of the vessel when it was lost were local businessmen, W.E. Marmion and William and George Pearse.	
Historic Theme:	Transport and communications: River and Sea transport
Associations:	
Sources:	WA Museum Shipwreck database, Amur (1887/03/17) Rockingham http://museum.wa.gov.au/maritime-archaeology-db/wrecks/id-878

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the development of export in the late 19th century and demonstrates the challenges of shipping in that period.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS	
	<p>Exposed elements of the Amur, 1988</p> <p>Courtesy Rockingham Districts Historical Society</p>

Bell and Churchill Parks, Rockingham

Place No: 66



SITE INFORMATION		
Place Name:	Bell and Churchill Parks	
Other Names:		
Street Address	Rockingham Beach Road	
Locality	Rockingham	
Land Information:	Lots: 148 and 149	Plan: 223083
	Reserve No: 22568	C/T: LR3154/416 LR3154/417
GPS	32.274882°S 115.730085°E	

HERITAGE LISTING	
SHO inHerit database number	3141
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Park/Reserve
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1915; 1940s
Walls:	N/A
Roof:	N/A
Architectural Style	

Physical Description:

Grassy foreshore park with a number of picnic pavilions, interpretation and historic artefacts. The park is populated with mature trees and provides access to both the beach via steps and the main café strip along Rockingham Beach Road. Churchill Park forms part of the green edge to the foreshore through this part of Rockingham and interconnects with Bell Park to the north east of the parking area. The two parks extend from Railway Terrace to the south west to Wanliss Street to the north east. Additional parkland then extends along the foreshore to Victoria Street.

Churchill Park is home to the Jarrah Logs, which were felled in the surrounding districts and transported to Rockingham by rail ready for export around the turn of the turn of the 19th century and now form part of the interpretation of the timber industry and its contribution to economy of Rockingham.

Bell Park is a continuation of the foreshore parks along Rockingham Beach Road with an avenue of Peppermint trees, children play equipment and picnic areas.

Condition:	Excellent
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

From early in the 20th century Rockingham developed as a holiday resort. This expanded during the 1920s when a rapid increase in motor transport placed Rockingham within easy reach of 'day trippers' from the City. Fortuitously for Rockingham's development as a leisure resort, the Rockingham Hotel was just outside the thirty mile limit from Perth, which was the liquor licensing boundary, outside of which more liberal regulations applied. This situation led to the expansion of small businesses in the town, with shops, tearooms, an amusement arcade, tennis courts, a bowling green and a dance hall built to cater for an influx of motorists, bus travellers and boaters.

In 1915, a beautification programme was implemented on the beachfront, with trees planted by James Bell along Marine Terrace. It was in the area between Marine Terrace and the sea that campers pitched tents, as they did at Safety Bay and Kwinana. More trees and grass was planted in the area in the 1940s. It was not until the 1950s, however, that this beachside reserve was established as permanent park land. In 1957, Churchill Park was made an 'A' Class Reserve.

The name Bell Park was chosen to honour James Bell who instigated the planting of trees in the park. The origin of the name 'Churchill Park' is in recognition of former Prime Minister of Great Britain, Sir Winston Churchill.

Historic Theme:	Social and Civic Activities: Sport, recreation and entertainment
Associations:	James Bell
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as an attractive urban park, in a prominent location along Rockingham Beach, and features over 100 trees planted in wide avenues. the place has historic value for its association with the beautification of the Rockingham Beach foreshore, begun in the 1920s. the place has social value for the community who have used the public park lining the popular beachfront for many decades.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS





Trocadero Dance Hall - Site, Rockingham

Place No: 67



SITE INFORMATION		
Place Name:	Trocadero Dance Hall - Site	
Other Names:	The Hostel	
Street Address	21 Rockingham Beach Road	
Locality	Rockingham	
Land Information:	Lot: 99	Diagram: 088032
	Reserve No:	C/T: 209/634
GPS	32.274151°S 115.732188°E	

HERITAGE LISTING	
SHO inHerit database number	3258
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Commercial: Hotel
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1927
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The site has become part of the car park to the north side of Rockingham Hotel and no evidence of the former Trocadero remains extant.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: In 1935, George E. Grigg intended to build a new hotel on Lot 15 facing what was then Marine Parade (now Rockingham Beach Road) behind the existing hotel on Kent Street. However because the site chosen was too close to the Rockingham Hotel it was ineligible for a hotel licence. Consequently a licence was not obtained and the ground floor was converted to shop, tearooms and a dance hall and the place operated under the name of 'The Trocadero' and was managed by prominent local citizen and tourism operator Stan Grey. The building was constructed by A Nelson and his migrant workforce 'the League of Nations' including Otto Regehr and Charlie Burton. The Hostel replaced the single storey bungalow style boarding house and tea room that had existed on the site in the 1920s. Originally of two storey construction with a third-level lookout above the Marine Parade/Flinders Lane corner overlooking the bay. The first floor contained bedrooms, several bathrooms and sitting rooms and was used as extra accommodation for hotel guests in busy summer family holiday periods. The ground floor had a lounge, dining room, kitchen and several store-rooms, however, these facilities remained unused for several years with guests dining at the Hotel. During the 1940s the Hostel was run by Mervyn Delavale, and his mother. By 1949 Jack and Kay Cosier, also lived in the building, and had an established cafe in the ground floor on the north west side. This may have also serviced social events held in the lounge during the 1940-50s. Throughout its history, the place was the venue for many events including the meetings of the Rockingham Golf Club, Swimming Club, and other sports club used the place for fund raising functions and social gatherings. In 1965, the Hostel underwent considerable alteration when architects Forbes & Fitzhardinge were engaged for major work done on both the Hotel and Hostel. The ground floor areas were converted into retail spaces, whilst the first floor into twenty motel style units with new ensuites. These upper floors were used for backpacker accommodation in the late 1980s and 1990s. The building was demolished in 2009.	
Historic Theme:	Social and Civic Activities: Sport, recreation and entertainment
Associations:	Grigg family Stan Grey
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Taggart, Nora 'Rockingham Looks Back A History of the Rockingham District 1829-1982', Rockingham District Historical Society, 1984, p. 191. Draper, Richard 'Rockingham - The Visions Unfold - The History of the Rockingham District to 1997', City of Rockingham, 1997, pp, 143, 155. Rockingham Hostel Archival Record, for Mirco Brothers by Hocking Planning & Architecture, 2008.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the former Trocadero Dance Hall and Tea Rooms which were a popular venue in the Inter War and post War years and contributed to the character of Rockingham as a holiday destination.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

Building the Trocadero, c1927



Trocadero, 1952, SLWA image 240601PD

Elanora - site, Rockingham

Place No: 68



Image courtesy Google maps, November 2015

SITE INFORMATION		
Place Name:	Elanora - site	
Other Names:	Music House Bell House	
Street Address	49 Rockingham Beach Road	
Locality	Rockingham	
Land Information:	Lot: 20	Plan: 223083
	Reserve No:	C/T: 1002/788
GPS	32.273970°S 115.733100°E	

HERITAGE LISTING	
SHO inHerit database number	17814
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single storey residence
Current Use:	Vacant/Unused
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1927; Demolished c2007
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

N/A	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION**Historical Notes:**

This site was the location of the home of Edith Adelaide Bell, nee Ramsay (1876-1954), from c1928 until her death in 1954. The house was built by local contractor, William Arthur Swinbourn and his son Harry.

Edith was the second wife of James Bell Jnr (1857-1927). James Bell was a successful shopkeeper and part of the extensive Bell family who were early settlers in East Rockingham. He married Margaret Lucinda Ramsay (1858-1900) in 1886 and they had four children. James Bell established the Port Hotel at about this time and pursued many business interests in Rockingham. After the death of Margaret in 1900, James went to Melbourne to visit Margaret's family and met Edith Ramsay, a niece of Margaret Bell. Edith Ramsay travelled to Rockingham from Melbourne to look after James' four children.

James married Edith some 19 years his junior, in 1903 and together they had three children. They lived at 'Ocean View' a residence on Marine Terrace which had been built in 1900.

In 1927, Edith and James Bell engaged local builder, William Swinbourn to build a new house at this site. Sadly before the house was completed, James Bell was killed by a motor vehicle which was the first such accident in Rockingham. Edith Bell moved into the house in c1928.

The residence was named 'Elanora' by Edith Bell. The origin of the name has not been clearly established although one definition notes that it is a word of Aboriginal origin which has been in common usage to mean a 'home by the sea'.

In 1933, Edith Bell advertised furnished rooms in the house to rent with the offer of the 'use of kitchen'. Other family members appear to have lived at the house during her occupancy including Mena Louisa Bell, the widow of Roy Ramsay Bell (one of the children from James Bell's first marriage).

After Edith's death in 1954, the property was retained by the family until 1958 when it was transferred to the Hopkins family who rented the property to tenants.

In 1989, tenants Elmo Wjesundera and Jeanette Munday established a business at the premises, providing music tuition and recording studios. The business was promoted as the 'Music House on the Beach' and the place was widely known by locals as the 'Music House'.

The place was demolished c2007 and the elements of the structure were stored at the City of Rockingham depot to be reconstructed at a later date. However these elements were damaged and have subsequently been discarded and it will no longer be possible to reconstruct the cottage. The site of the former cottage is currently vacant.

Historic Theme:	Demographic settlement and mobility: settlements Occupations: Domestic activities Social and Civic Activities: Sport, recreation and entertainment
Associations:	Bell family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Erickson, Rica (comp.) 'The Bicentennial Dictionary of Western Australians pre 1829-1888, UWA Press, 1988. <i>The West Australian</i> , 10 March 1933, p. 22; 27 January 1934, p. 17. Conservation Plan for Elanora, prepared 2008 for the City of Rockingham by Alice Steedman and Helen Munt.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with prominent local citizens the Bell Family.
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Level of Significance	Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS

View of the former residence 'Elanora', c2006.

Courtesy Rockingham and Districts Historical Society.



Christmas 1938, Edith Bell outside Elanora.

Courtesy Mervyn Regehr as reproduced in Elanora Conservation Plan, 2008.

Hanretty House and Pine Tree - site, Rockingham

Place No: 69



SITE INFORMATION		
Place Name:	Hanretty House and Pine Tree - site	
Other Names:	Bell House; Lone Pine	
Street Address	61 Rockingham Beach Road	
Locality	Rockingham	
Land Information:	Lot: 29	Diagram: 030194 SP53824
	Reserve No:	C/T: SP53824
GPS	32.273023°S 115.734288°E	

HERITAGE LISTING	
SHO inHerit database number	3637
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single storey residence
Current Use:	Vacant/Unused
Other Use:	Commercial: boarding house

CONSTRUCTION DETAILS	
Construction Date:	c1900; c1960 Demolished Tree removed 1997
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: N/A	
Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION	
<p>Historical Notes: On this site at the south west corner of Wanliss Street and Rockingham Beach Road (formerly Marine Parade) a house was built in the early 20th century by Thomas Hanretty (1843-1911) and Jane Hanretty, nee Thorpe (1857-1913).</p> <p>Thomas Hanretty was born in France and arrived in Western Australia in 1853 with his family and married Jane Thorpe in 1879. He worked as a butcher in Fremantle and it is believed the house operated as a boarding house for timber workers and was managed by Jane Hanretty.</p> <p>By 1920, the house had been purchased by Roy Ramsay Bell (c1889-1945). Roy Bell married Mena Louisa Hymus (1878-1960) in 1922 and the couple and their daughter Yvonne (1923-2004) lived at the house for their married life. Roy died in 1945 and Mena stayed on in the house until her death in 1960. The house was demolished in the early 1960s and a petrol station was built on the site.</p> <p>The property was well known for the large Norfolk Island Pine tree on the corner of the site close to the boundary of the lot. The tree became an attraction during the Christmas season, when it was covered in a myriad of small lights. This practice of lighting the tree began in 1961, on the urging of the Rockingham Tourist Bureau and with the sponsorship of the State Electricity Commission.</p> <p>It is believed that the petrol station on the site contaminated the soil and groundwater leading to the removal of the tree in 1997.</p>	
Historic Theme:	Demographic settlement and mobility: settlements Occupations: Domestic activities Social and Civic Activities: Sport, recreation and entertainment
Associations:	Hanretty family Bell family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Erickson, Rica (comp.) 'The Bicentennial Dictionary of Western Australians pre 1829-1888, UWA Press, 1988.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with prominent local citizens the Hanretty and Bell Families. the site has social value for the many members of the community who associate the site with the large pine tree which was a local landmark.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

Reverend Purdy's House (fmr), Rockingham

Place No: 70



SITE INFORMATION		
Place Name:	Reverend Purdy's House (fmr)	
Other Names:	Residence, 67 Rockingham Beach Road	
Street Address	67 Rockingham Beach Road	
Locality	Rockingham	
Land Information:	Lot: 28	Plan: 223083
	Reserve No:	C/T: 1323-794
GPS	32.272750°S 115.735540°E	

HERITAGE LISTING	
SHO inHerit database number	None
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	c1935
Walls:	Stone: local 'vuggy' lacustrine limestone Timber: weatherboard
Roof:	Metal: corrugated iron

Architectural Style	Inter War Bungalow
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Physical Description:

The house presents as a weatherboard and stone single storey residence set back behind a large open garden with a stone boundary wall. The façade of the house is orientated towards Rockingham Beach Road with informal vehicular access from the rear, along Kent Street.

The core of the original smaller house remains extant behind the current glazed frontage. The original house was a beach house and consisted of two rooms with wrap around verandah and a large limestone water tank in the rear garden. The original section of the house is of local 'vuggy' limestone construction.

A series of additions (including limestone, asbestos and corrugated metal additions) have been constructed to the rear and side elevations in various phases gradually increasing the size of the property to its current configuration.

The house is now of asymmetric plan form to the frontage. The main section of the frontage incorporates the enclosed original verandah with limestone dado wall, infill asbestos panels and full height aluminium framed windows and doors flanked by two smaller windows. None of the windows to the Rockingham Beach Road frontage are original. The recessed section of the house to the south west is of timber framed construction with weatherboard cladding.

The roof is hipped and gabled clad in corrugated iron sheets with a timbered gable over the large window to the main front section of the house. The early simple roof form has become more complex in form with each addition to the place. The chimneys remain extant.

The original core of the house cannot be seen from the road but remains a feature of the internal planning of the house. The door/windows to the original façade have been removed with the openings remaining extant and now provide open access into the enclosed former verandah area. The planform of the two original rooms does not appear to have been altered and still retain the back to back fireplaces.

A large limestone water tank stand remains extant in the rear garden. The interior of the tank was used as laundry and bathroom facilities, with evidence of these uses still visible. The water tank itself no longer remains extant.

Condition:	Good
Integrity	High
Authenticity	Moderate (original house only)

HISTORICAL INFORMATION**Historical Notes:**

The land on which this residence is constructed was granted in 1907 to Charles Hastie. Rockingham Beach Road was formerly known as Marine Terrace. No development was undertaken on the lot and it was subsequently transferred to Reverend Thomas Henry Purdy in 1933.

Rev Purdy (1878-1963) and his wife Annie Gertrude Miriam, nee Burgoyne (1870-1952) were of English birth. They married in 1902 and moved to Australia in 1922 with their three sons. They lived in Maylands prior to settling in Rockingham in 1934. Rev Purdy had been appointed to the newly formed parish of Rockingham/Spearwood in 1927 but did not relocate immediately until accommodation could be organised. Electoral Rolls for 1936 and 1946

This residence was built in 1935 as the couple are recorded living there in 1936. The current owner has provided information that the Purdy residence was originally of a simple construction that was common for beach side homes, or 'beach shacks'.

The original residence consisted of a large central room with wide verandahs on four sides. The central room and the adjoining kitchen to the south were constructed on the local 'vuggy' limestone. These two rooms remain and the fire place and chimney between these rooms are still intact. The enclosure and division of the verandah spaces may have occurred shortly after construction as evidence of balustrades are still evident. At the time of construction a high stone tank stand was built behind the residence to hold a large 2000 gallon tank. Beneath the tank was the pump, laundry, shower and WC. The details of the architect or builder of the residence have not been determined.

Rev Purdy was very active in the community, standing as a representative on the local road board. He served as a member; 1936-1939, 1942-43 and 1945-46; and Chairman in 1939. He was also a driving force in the construction of St Nicholas's Church in 1945.

The property was transferred to Amy Marguerita Crisp in February 1944. Amy and her husband Theodore Percy Crisp retired to the residence in the 1950s but subsequently sold the property in 1956 to the Gales, a farming family from Northam who used the place as a holiday home.

During the 12 years in which the Crisps owned the property they undertook additions to the place including; the construction of a bedroom, bathroom and lobby to the back verandah; addition of a kitchen and dining room to the southern side alongside the kitchen, and conversion of the existing kitchen to a sitting room. These additions were apparently undertaken in a crude fashion not in keeping with the original structure. An asbestos lined garage and store was built toward the rear of the lot either by the Crisps or during the Gale's ownership. No major alterations or additions were undertaken during the Gale ownership.

In 1963, the property was transferred to the current owners who undertook conversion of the property into three flats. This project involved alteration and removal of some of the original building fabric and addition of new small bathrooms and kitchens. A significant proportion of these additions were within the existing building footprint.

Since the creation of three flats there have been several programs of work including:

- 1970 Replacement of the roof cladding with white zincalume
- 1975 construction of a deck alongside the front elevation which used materials from the demolished front porch and insertion of full height aluminium framed glass panels in the central front elevation.
- 1978 Reorganisation of the internal layout to create two flats which included the construction of a new kitchen on the southern end of the front verandah.
- 1982 Demolition of the existing garage and construction of a new garage linked to the original tank stand and the residence.
- 2002 Reconstruction of one of the bathrooms which necessitated a change in the roof line.
- 2002-2005 Additions of a new porch, sunroom and new roof to the tank stand.

In addition to the above works the place has been upgraded to modern standards as required, for example the addition of aluminium sliding doors to the external openings and removal of asbestos.

The grounds have also been reconfigured since the current owners took possession of the property in 1963. The mature trees on the property have been planted by the current owners, the oldest a large Tuart planted in 1963 in front of the southern wing. The peppermint trees on the southern boundary date from the early 1990s.

Aerial photographs indicate the circular ornamental pond in the front yard to date from the period of the Crisp's ownership in the late 1940s/50s although this has not been confirmed.

Historic Theme:	Social and civic activities: Religion Demographic settlement and mobility: settlements People: Local heroes and battlers
Associations:	Reverend Thomas Henry Purdy
Sources:	Landgate land information and aerial photographs. Australian Electoral Rolls, 1893-1980. Information from the current owner as supplied in January 2018

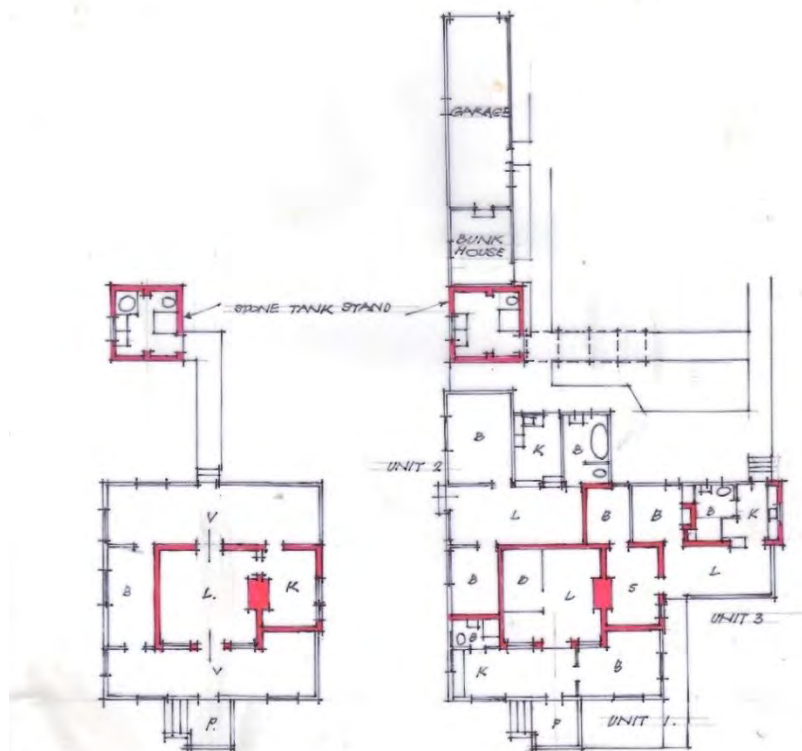
SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> • the setting, mature planting, building form and local building materials contribute to the high aesthetic value of the place. Although the place has been altered internally and externally it still retains clear evidence of its earlier form and features the local 'vuggy' limestone in its construction. • dating from the 1930s the place has historic value as it represents an early stage of Rockingham's development. • the place has historic value for its strong associations with Reverend Thomas Purdy, Rector of the Parish of Rockingham/Spearwood in 1927 and member of the Rockingham

	<p>Road Board.</p> <ul style="list-style-type: none"> the place has social value as the house and grounds contributes to the community's sense of place. <p>The additions are of little significance.</p>
Level of Significance	Some/Moderate
Management Category	<p>C</p> <p>Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.</p> <p>Conservation of the place is desirable.</p> <p>Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.</p>

ADDITIONAL PHOTOGRAPHS



Front elevation c. 1963



Sequence of development prepared by current owner following conversion to two flats in 1978

Cruising Yacht Club, Rockingham

Place No: 71



SITE INFORMATION		
Place Name:	Cruising Yacht Club	
Other Names:		
Street Address	2 Val Street	
Locality	Rockingham	
Land Information:	Lot: 1	Diagram: 023153
	Reserve No:	C/T: 1246/830
GPS	32.276108°S 115.727667°E	

HERITAGE LISTING	
SHO inHerit database number	3146
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: Other Sports Building
Current Use:	Social/Recreational: Other Sports Building
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	Original yacht club demolished 1991 Current yacht club constructed 1991/1992
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: The site is currently occupied by a two storey rendered brick building. The predominately glazed northwest façade has a large steel verandah and balcony running the full width of the building. The verandah area extends towards the foreshore with an alfresco area, covered by shade sails and enclosed by a low rendered brick wall. Centrally located above the balcony sits a distinctive steel clad lookout tower, resembling the control bridge of a ship, looking out towards Cockburn Sound and Garden Island.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: During the 1955/56 sailing season it was the Royal Freshwater Bay Yacht Club's turn to host the Prince Phillip Cup for the Dragon class yachts that were just becoming established in WA. A distinguished member of Royal Freshwater, then Governor of Western Australia, Sir Charles Gairdner, suggested that Cockburn Sound could be a venue for a 'Cowes' type regatta. On 2nd May 1956 Royal Freshwater Club officials held a special meeting to consider the formation of an 'ocean racing annexe' or perhaps another yacht club in the vicinity of Rockingham. Discussions were held between the Royal Freshwater Bay Yacht Club and the 'Friday Club', a local club of gentlemen who were also interested in forming a yacht club in Rockingham. The Cruising Yacht Club was eventually formed with the support of the Royal Freshwater Bay Yacht Club in November 1956 and their club house was built in 1958. By 1965, the Cruising Yacht Club had become firmly established and over a five year period, Royal Freshwater handed the responsibility of the Cockburn Sound Regatta to the Cruising Yacht Club who assumed full responsibility in 1970. The original yacht club building was demolished in 1991 to make way for a new two-storey building, opened in 1992.	
Historic Theme:	Social and Civic Activities: Sport, recreation and entertainment
Associations:	Friday Club Royal Freshwater Bay Yacht Club
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the establishment of the Cockburn Sound Regatta in Rockingham by the Royal Freshwater Bay Yacht Club in 1956.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Cruising Yacht Club prior to renovation, 1991, courtesy Rockingham Museum

Masonic Hall, Rockingham

Place No: 72



SITE INFORMATION		
Place Name:	Masonic Hall	
Other Names:		
Street Address	Wanliss Street	
Locality	Rockingham	
Land Information:	Lot: 643	Plan: 163395
	Reserve No:	C/T: 1198/164
GPS	32.275844°S 115.736718°E	

HERITAGE LISTING	
SHO inHerit database number	18491
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Social/Recreational: Masonic Hall
Other Use:	Social/Recreational:

CONSTRUCTION DETAILS	
Construction Date:	1956
Walls:	Brick: painted
Roof:	Metal: corrugated zincalume
Architectural Style	Post War International

Physical Description:

Large single storey brick building with shallow pitched gable roof and asymmetric plan form. The entrance is within a blank façade overlooking Wanliss Street. The entrance itself is recessed from the main elevation with chamfered edges and brick overhangs supported on masonry columns. A glazed canopy projects over the doorway. The parapet wall shields the hipped roof behind.

The main section of the building comprises a long rectangular range constructed from brick with high level square windows providing relief. The gable wall to the north west incorporates the masonic emblem. The rear elevation of the main range presents in the same form as the façade with high level square windows and no other decorative features. A single storey wing extends from the main range in a south westerly direction with a blank elevation overlooking the car park. The building is located in a large open lot on the corner of Wanliss and Smythe Streets, with lawned gardens and bitumen parking areas.

Condition:	Good
Integrity	Moderate
Authenticity	Moderate

HISTORICAL INFORMATION**Historical Notes:**

The first Masonic Lodge was established in Western Australia in 1843. Since that time many Lodges were established throughout the state. In 1900, 37 Constituent lodges formed the Grand Lodge of Western Australia.

It is probable that a Rockingham Lodge had been operating for some years before the construction of this new hall in 1956. The architect and builder of the hall have not been determined in this research.

It appears that the hall was only used for a number of years solely for the Masonic Lodge. Between 1958 and 1964, the hall was used as a kindergarten before the kindergarten found new premises nearby.

The hall has undergone alterations and additions in order to accommodate new uses and different standards. The most significant changes occurred c1990 when a large extension was added to the western elevation. Since that time the hall continues to be used for a variety of functions.

Historic Theme:	Social and Civic activities: Cultural activities Social and Civic activities: Community services and utilities
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the development of the community in the period following World War Two. the place has historic value for its association with the masons, a network of individuals and groups that have played a role in the development of communities. the place has social value as a place visited by many members of the Rockingham community since 1956 for a variety of largely group activities.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Safety Bay Butcher's Shop (fmr), Safety Bay

Place No: 73



SITE INFORMATION		
Place Name:	Safety Bay Butcher's Shop (fmr)	
Other Names:		
Street Address	44 Penguin Road	
Locality	Safety Bay	
Land Information:	Lot: 1	Diagram: 011530
	Reserve No:	C/T: 1490/895
GPS	32.303370°S 115.708110°E	

HERITAGE LISTING	
SHO inHerit database number	3250
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Commercial: Shop/Retail Store
Other Use:	Residential: Single Storey residence

CONSTRUCTION DETAILS	
Construction Date:	1940
Walls:	Timber: weatherboard
Roof:	Metal: corrugated iron
Architectural Style	Inter War
Physical Description: Single storey timber framed, fibro, weatherboard and corrugated metal former shop converted to residence. The building is of asymmetric plan form with a projecting gable section fronting directly onto the pavement and still presents with the weatherboard and fibre cement cladding. The window is a large timber framed single pane opening with a single solid timber door adjacent. The façade of the recessed section of the house cannot be seen due to the verandah having been enclosed with corrugated metal balustrade and louvered openings with a pair of timber plank doors. The windows all appear to be single pane timber framed openings. The main roof is hipped and gabled with a skillion verandah canopy to the front and a further skillion roof over the rear addition and verandah.	
Condition:	Good
Integrity	Moderate
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: From the late 1920s, land developer and real estate agent, A.J.H. Watts, offered building lots for sale at Safety Bay in the Safety Bay Townsite Estate and the Penguin Estate immediately to the northwest. The area was promoted as 'resembling the famous Waikiki Beach of Honolulu', with the beach 'free from sharks and undertow, with unlimited space of safe water for speedboats and surfboards in addition to good fishing'. The land on which this property is located was approved for subdivision in 1929 and by the late 1930s, a number of residences and commercial premises had been built in Safety Bay. In 1940, Oliver (Crom) William Wilson (1906-1995) built a butcher's shop in Penguin Road, Safety Bay. Wilson was also a partner in a small abattoir at the corner of Day Road and Dixon Road and operated another butchers shop in Marine Terrace Rockingham. Oliver Wilson was a prominent community member and member of the Road Board from 1955 to 1961. The motto of his shops was 'Good Service, Good Meat and Good Humour'. He lived at the Penguin Road premises with his wife Kathleen, nee Howell in the 1940s. Since its original construction, the building has undergone alterations and additions although the original form can still be determined and its position close to the footpath designates its origin as a retail premises.	
Historic Theme:	Occupations: commercial services and industries People: local heroes and battlers
Associations:	Oliver Wilson
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Australian Electoral Rolls, 1903-1980. Draper, Richard 'Rockingham - The Visions Unfold - The History of the Rockingham District to 1997', City of Rockingham, 1997, p 231-232.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value for the remaining elements of the Inter War style combining a residence and retail premises. the place has historic value for its association with local businessman and prominent citizen, Oliver Wilson. the place has historic value for its association with the development of Safety Bay in the 1940s as a place for permanent settlement not just for holiday homes.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality.

	High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.
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ADDITIONAL PHOTOGRAPHS

Residence, 72A Penguin Rd, Safety Bay

Place No: 74



SITE INFORMATION		
Place Name:	Residence, 72A Penguin Rd	
Other Names:		
Street Address	72A Penguin Road	
Locality	Safety Bay	
Land Information:	Lot: 1	Strata Plan 27653
	Reserve No:	C/T:
GPS	32.303010°S 115.711950°E	

HERITAGE LISTING	
SHO inHerit database number	19944
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	1930s
Walls:	Timber: weatherboard
Roof:	Metal: corrugated iron
Architectural Style	Inter War
Physical Description: <p>Single storey timber framed and iron dwelling set behind a planted garden containing a number of mature trees.</p> <p>The main elevation of the house is obscured due to the enclosure of the front verandah with weatherboard cladding and aluminium framed windows. Glimpses of the main façade are possible through the verandah with extant timber framed sash windows visible.</p> <p>The roof is hipped and gabled with fibre cement gables to the east and west elevations and a shallower pitched hipped form extending around the periphery of the property. A grass track driveway extends along the western side of the property.</p>	
Condition:	Fair
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: <p>In the 1920s, Rockingham became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. There were new shops, tearooms, and recreational facilities were developed to accommodate the needs of the tourists. Small holiday cottages were built along and close to the seafront. The cottages were small with one or two bedrooms and a kitchen with a verandah. Despite being uncomfortable and not well furnished, the cottages were cooler than tents and were the preferred choice of accommodation for tourists at that time.</p> <p>In the 1930s, as access to Safety Bay was improved, the population grew and houses were built on Safety Bay Road and both sides of Penguin Road. There were also houses built facing Shoalwater Bay. The houses are generally larger than the earlier cottages and were timber-framed with galvanised iron or tiled roofs. Internally, they had two to four rooms and were surrounded by enclosed verandahs, which accommodated extra sleeping and living space, and protection from the prevailing winds.</p> <p>The lack of a good road to Safety Bay was an impediment to development and it was not until 1939 that a new road was cleared and laid to Safety Bay. Much of the land in the Safety Bay area was owned by Alfred John Henry Watts who was a resident and land agent in the area from c1933.</p> <p>A subdivision plan for this portion of Safety was approved by the Department of Lands and Surveys in 1937. The style of this residence is consistent with the development in the late 1930s. The original owner or occupier of this property has not been determined.</p> <p>The lot on which this cottage is located was subdivided in 1996 and the residence to the rear of the lot was constructed shortly after. Aerial photographs indicate the original residence has not changed significantly in form or extent since the mid-20th century. The mature planting surrounding the cottage dates from the 1950s.</p>	
Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. South Western Advertiser, 10 November 1939, p. 7.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the Inter war style expressed in timber. the place has historic value for its association with the development of Safety Bay in the 1930s as a holiday destination.
Level of Significance	Some/moderate
Management Category	<p>C</p> <p>Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.</p> <p>Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.</p>

ADDITIONAL PHOTOGRAPHS

Residence, 188 Safety Bay Rd, Safety Bay

Place No: 75



SITE INFORMATION		
Place Name:	Residence, 188 Safety Bay Rd	
Other Names:		
Street Address	188 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 10	Plan: 5948
	Reserve No:	C/T: 1560/424
GPS	32.299850°S 115.710660°E	

HERITAGE LISTING	
SHO inHerit database number	19945
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	1940s
Walls:	Timber: weatherboard
Roof:	Tile: terracotta
Architectural Style	Inter War
Physical Description: Single storey timber framed residence set back from the street amongst a garden of lawn, mature trees and low planted garden beds, behind a masonry wall. The house is clad in a combination of weatherboard and PVC imitation weatherboard with fibre-cement cladding also used on the southern wall. The northern elevation features an external rendered brick chimney. Terracotta tiles clad the gabled roof to the main central portion of the house which extends further on the southern side and wraps around the east and west facades to create a hipped roof and front verandah. The verandah is supported on simple square timber posts and is raised a single step from ground level. The front entrance with its decorative metal grille is located under the verandah just off centre of the gable with two sets of three windows either side, a larger fixed pane in the centre with a smaller casement window either side. The gable above has a set of three centrally located windows that are a later alteration. The southern end of the verandah has been enclosed and features a set of two casement windows to its western elevation and a series of fixed windows along the southern wall. Window frames are a mixture of PVC and timber. A concrete driveway extends along the north boundary of the property leading to a detached brick garage. A second driveway along the south boundary of the property leads to additional parking behind a gate alongside the house.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: In the 1920s, Rockingham became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. There were new shops, tearooms, and recreational facilities were developed to accommodate the needs of the tourists. Small holiday cottages were built along and close to the seafront. The cottages were small with one or two bedrooms and a kitchen with a verandah. Despite being uncomfortable and not well furnished, the cottages were cooler than tents and were the preferred choice of accommodation for tourists at that time. In the 1930s, as access to Safety Bay was improved, the population grew and houses were built on Safety Bay Road and both sides of Penguin Road. There were also houses built facing Shoalwater Bay. The houses are generally larger than the earlier cottages and were timber-framed with galvanised iron or tiled roofs. Internally, they had two to four rooms and were surrounded by enclosed verandahs, which accommodated extra sleeping and living space, and protection from the prevailing winds. The lack of a good road to Safety Bay was an impediment to development and it was not until 1939 that a new road was cleared and laid to Safety Bay. Much of the land in the Safety Bay area was owned by Alfred John Henry Watts who was a resident and land agent in the area from c1933. A subdivision plan for this portion of Safety Bay was approved by the Department of Lands and Surveys in 1940. The style of this residence is consistent with a construction date in the early 1940s. The original owner or occupiers of this property have not been determined. Aerial photographs indicate the form and extent of the original residence can still be readily determined with the only apparent addition across the rear of the building in the early 2000s. Other structures have been built in the rear of the lot since the mid 20th century.	

Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>South Western Advertiser</i> , 10 November 1939, p. 7.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in timber. the place has historic value for its association with the development of Safety Bay in the 1940s as a holiday destination.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

Sorrento Guest House (fmr), Safety Bay

Place No: 76



SITE INFORMATION		
Place Name:	Sorrento Guest House (fmr)	
Other Names:	Koolama Flats Residence, 211 Safety Bay Road	
Street Address	211 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 157	Plan: 5737
	Reserve No:	C/T: 1685-873
GPS	32.302219°S 115.710625°E	

HERITAGE LISTING	
SHO inHerit database number	16810
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Two Storey Residence
Other Use:	Residential: Two Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	C1949
Walls:	Timber: weatherboard
Roof:	Metal: corrugated iron
Architectural Style	Inter War Californian bungalow
Physical Description: Essentially a single storey residence with additional accommodation within the roof space, presenting to the exterior with dormers and windows in the gables. The original façade of the residence has been obscured due to the enclosure of the verandah with fibre cement sheet and louvered windows. Doors and windows are a mix of styles and scale indicating many programs of work during the life of the building. The place is a timber framed construction with fibre cement sheet cladding. Information from the current owner indicates that the interior of the place has been extensively remodelled since the 1950s and aluminium framed windows have been installed on one elevation and the roof cladding has been replaced in recent years with zincalume. The windows which are visible are predominantly timber framed casements.	
Condition:	Fair
Integrity	Moderate
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: In the 1920s, Rockingham became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. In the 1930s, as access to Safety Bay was improved, the population grew and houses were built on Safety Bay Road. Much of the land in the Safety Bay area was owned by Alfred John Henry Watts who was a resident and land agent in the area from c1933. The subdivision on which this property is located was approved in 1935. The lack of a good road to Safety Bay was an impediment to development and it was not until 1939 that a new road was cleared and laid to Safety Bay. From the available information it is apparent that this site was not developed until c1949 when a building permit was issued for the construction of a residence on this site. Information from the current [2017] owner states that this place was built in 1949 and is likely to have been a building relocated from the Goldfields. This was not an uncommon practice at this time as building materials were scarce in the post war period. During the late 1940s, the guest house advertised under the name of 'Sorrento' was managed, and possibly owned, by Joan Russell Hankins and her husband Ernest William Hankins (1907-1979). Ernest Hankins was an airman during World War Two serving in Geraldton for some of that period. The couple had married in 1933 and lived in various regions in Western Australia. Joan Hankins had formerly operated a tea rooms in Mosman Park and later the couple managed a guest house in the Porongorups. It is known that this place was used as a guest house in 1949 as it was used as a venue for a card night organised by the tennis club and the hostess (Mrs Hankins) and her helpers ' had spared no effort to make the evening a success and provide amusement for the guests'. In the same year, the Sorrento advertised the premises; 'Sorrento Guest House, Safety Bay. Tariff £3/10/. Children acc to age. Country families welcomed. Good fishing, bus service, & hour to Fremantle. Write J. R. Hankins It was noted in the local press that the Sorrento closed as a guest house in 1951 and in the same year the 'Kings View Guest House' (Arcadia House) also closed. This may indicate a change in the type of holiday accommodation desired by visitors from the 1950s. During the 1950s, the place was converted to five flats, each with their own services, and renamed 'Koolama Flats'. The name was probably in recognition of the <i>MV Koolama</i> , an Australian merchant vessel which sunk off the Western Australian coast after attacks by Japanese aircraft in February–March 1942.	

In the 1970s, the place was converted to a single residence and has remained as that function with many internal changes of fittings and finishes. With a change of ownership in 1986, the front fence was built and bricks were built around the base of the building to obscure the timber stumps.

Aerial photographs indicate that the form and extent of the building has not been significantly changed since the mid-20th century.

Historic Theme:	Occupations: Hospitality industry and tourism Demographic settlement and mobility: settlements
Associations:	Ernest Williams and Joan Russell Hankins
Sources:	Landgate land information and aerial photographs. Australian Electoral Rolls, 1893-1980. <i>The South West Advertiser</i> , 28 April 1949, p. 15; 11 August 1949, p. 13; 25 January 1951, p. 4. Information from current [2017] owner in correspondence to the City of Rockingham, Nov 2017.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value for its simple vernacular style as shown by its simple massing and homely character, enclosed verandah and large simple roof profile containing rooms. The place is an adaption of the Inter War Californian bungalow style that was typically composed of and brick for suburban blocks. the place relates to the greater community aesthetic of Safety Bay and Rockingham in the 1940s holiday home period. the place has historic value as it exemplifies the development of a holiday destination in Western Australia's south-west, especially within Safety Bay and Rockingham. the place has social value as its construction as a guest house, is important in contributing to the communities' sense of place and is reminiscent of the holiday culture of the Safety Bay area during the mid to late 20th Century. the place is rare as an example of a former guest house as it demonstrates a former way of life in Rockingham.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Residence, 218 Safety Bay Rd, Safety Bay

Place No: 77



SITE INFORMATION		
Place Name:	Residence, 218 Safety Bay Rd	
Other Names:		
Street Address	218 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 3	Plan: 60196
	Reserve No:	C/T: 2815/903
GPS	32.302575°S 115.711339°E	

HERITAGE LISTING	
SHO inHerit database number	19946
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Residential: Single Storey Residence
Other Use:	Residential: Single Storey Residence

CONSTRUCTION DETAILS	
Construction Date:	1930s
Walls:	Timber: weatherboard
Roof:	Metal: Corrugated zincalume
Architectural Style	Inter War
Physical Description: Single storey house set back from the street with an open garden comprising of lawned areas to the western street frontage with no designated driveway. The southern portion of the house is weatherboard construction, whilst the northern portion is a combination of face and rendered brickwork. The recently clad roof is hipped with gablet ends to the north and south, with a single brick chimney near the northern gablet. The roof line extends over the front verandah which is supported on simple square timber posts. The main entrance sits under the southern weatherboard end of the verandah with the northern brick end incorporating three full height single paned aluminium framed windows. The west elevation incorporates four small aluminium framed windows at irregular intervals, heights and dimensions into the rendered brickwork. Alfresco areas have been added to the west and rear of the house with timber posts and hipped roofs.	
Condition:	Fair
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: In the 1920s, Rockingham became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. In the 1930s, as access to Safety Bay was improved, the population grew and houses were built on Safety Bay Road and both sides of Penguin Road. There were also houses built facing Shoalwater Bay. The lack of a good road to Safety Bay was an impediment to development and it was not until 1939 that a new road was cleared and laid to Safety Bay. A subdivision plan for this portion of Safety was approved by the Department of Lands and Surveys in 1937. The style of this residence is consistent with the development in the late 1930s. The original owner or occupiers of this property have not been determined. Aerial photographs indicate that the property has previously had a red corrugated iron roof and the building had a small addition in the south east corner which was extended in 2014 when the rear half of the lot was removed for another development. The roof was reclad in zincalume in 2015.	
Historic Theme:	Demographic Settlement and mobility; Land allocation and subdivision Demographic Settlement and mobility; Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. South Western Advertiser, 10 November 1939, p. 7.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the inter war style expressed in timber. the place has historic value for its association with the development of Safety Bay in the 1930s as a holiday destination.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site.

ADDITIONAL PHOTOGRAPHS



A.J.H. Watts Land Sales Office (fmr), Safety Bay

Place No: 78



SITE INFORMATION		
Place Name:	A.J.H. Watts Land Sales Office (fmr)	
Other Names:	Glenway Realty	
Street Address	229 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 123	Diagram: 12026
	Reserve No:	C/T: 1211/105
GPS	32.303755°S 115.711192°E	

HERITAGE LISTING	
SHO inHerit database number	18493
City of Rockingham MI	Adopted: 25/3/2008
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Commercial: Shop/Retail Store
Other Use:	Commercial: Shop/Retail Store

CONSTRUCTION DETAILS	
Construction Date:	1940s
Walls:	Brick: painted
Roof:	Metal: Corrugated iron
Architectural Style	Inter War
Physical Description: <p>Single storey corner shop with angled frontage facing the intersection of Safety Bay Road and Penguin Road with secondary frontages to both roads. The angled shop frontage is the main aspect of the building with a centrally placed entrance flanked by traditional shop windows, angled to create a recessed entrance. The Penguin Road elevation contains a further shop frontage with recessed entrance and single window. Both these elevations present with high parapet walls with advertising. The Safety Bay section of the building to the south of the main façade was constructed originally as a residential premise with hipped roof and has gradually been converted to additional commercial premises.</p> <p>The building is of timber frame and fibre cement construction with weatherboards to the lower section of the main elevation. The roofs are corrugated iron. Corrugated iron awnings project out over the main shop windows. The former residential premises are of the same construction.</p>	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: <p>From the late 1920s, A.J.H. Watts offered building lots for sale at Safety Bay in the Safety Bay Townsite Estate and the Penguin Estate immediately to the northwest. The area was promoted as 'resembling the famous Waikiki Beach of Honolulu', with the beach 'free from sharks and undertow, with unlimited space of safe water for speedboats and surfboards in addition to good fishing'.</p> <p>During the late 1930s, the population of Safety Bay grew, with the construction of a number of residences and commercial premises.</p> <p>Alfred John Henry Watts (1873-1954) was born in Victoria and travelled to Western Australia in the 1890s. He worked as a farmer in Northam, Southern Brook, Narrogin and Cunderdin whilst also pursuing a career as a land agent. In 1904, he was elected as the MLA for Northam and held the seat until 1905. He also served as a member of the Northam Municipal Council. After his parliamentary term he worked as a land agent, lecturer for the WA Lands Department, fruit grower and farmer.</p> <p>From 1917, Watts and his family, of nine children, had camped on Penguin Island for their holidays. In 1933, Watts decided to base his family permanently at Safety Bay, where he would promote and sell building blocks from a parcel of land that he had purchased in the 1920s. He built a weatherboard house at the Junction of Penguin and (what was then) Rockingham Roads. It was from this house that he initially conducted his business as a Land and Estate Agent. In the early 1940s, Watts built this building at the corner of Penguin and Safety Bay Roads to where he relocated his land agent business. The family home was located behind the shop premises. Later Alfred Watts relocated to 13 Penguin Road where he lived until his death in 1954.</p> <p>The building continues to be used for the sale of real estate in the district. Aerial photographs of the place indicate its form and extent have changed little since the mid-20th century.</p>	
Historic Theme:	Occupations: commercial services and industries People: Local heroes and battlers.
Associations:	Alfred John Henry Watts
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Biographical Register of Members of the Parliament of Western Australia http://www.parliament.wa.gov.au/

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as an intact example of a commercial and residential premises built in the Inter War period. the place has aesthetic value as a landmark in the district since the 1940s for its location on a prominent streetscape. the place has historic value for its association with the settlement of Safety Bay from the 1940s and the role of local land agent Alfred Watts in subdividing the land for residential development.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/ authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS

Safety Bay Yacht Club, Safety Bay

Place No: 79



SITE INFORMATION		
Place Name:	Safety Bay Yacht Club	
Other Names:		
Street Address	243 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 24	Plan: 243261
	Reserve No: 22948	C/T: LR3109/998
GPS	32.308222°S 115.727191°E	

HERITAGE LISTING	
SHO inHerit database number	3252
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Social Recreational: Other Sports Building
Current Use:	Social Recreational: Other Sports Building
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1949 built: c1960 demolished and new building
Walls:	N/A
Roof:	N/A
Architectural Style	
Physical Description: Single storey to Safety Bay Road and double storey to the beach to provide for boat access. The Yacht Club is of brick construction with shallow pitched gable roof clad in colorbond. A steel frame and colorbond observation tower is located at the south west corner of the roof. Whilst the street facing façade is quite blank in its presentation incorporating timber and glazed doors and a number of high level windows, the southern ocean facing elevation is activated demonstrating the use of the building with roller shutter doors along the ground level and expansive windows across the upper level. The current Yacht Club is not the original building but continues the use of the site.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Safety Bay Yacht Club has been operating from this site since 1947. The club rooms were originally with a Nissan Hut built closer to the water's edge which regularly flooded. The Safety Bay School used these premises as a class room when the numbers of students increased in the post war period. The Safety Bay School was completed in 1954 and students no longer needed to use the Safety Bay Yacht Club rooms. Fundraising from the community led to the construction of the current clubrooms in the early 1960s on a peppercorn agreement with the former Shire of Rockingham. Since that time the building has been used for the Yacht Club functions and a variety of community events and regular activities. The Safety Bay Yacht Club has hosted Regattas and State Titles with in excess of 120 boats on the water at any given time. Since establishment of the club water levels have shifted dramatically. From a deep channel between the mainland and a manufactured island (now known as Tern Island), the land has now merged and an inlet formed on the southern side which is now used for kite and wind surfing beginners. In the 1970s the waterline was within metres of the club but has now receded some 100m offshore. The beachline continues to be a challenge getting boats in and out of the water and the club now uses a vintage Ferguson tractor for this purpose.	
Historic Theme:	Social and Civic Activities: Sport, recreation and entertainment
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. Safety Bay Yacht Club web site http://sbyc.com.au/about-sbyc/

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has social value for the members of the community who have attended functions and activities at the club since 1947.
Level of Significance	Historic site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design

ADDITIONAL PHOTOGRAPHS



Images of the Club Rooms in the 1950s.
Courtesy Rockingham Campus Community Library

Residence, 250 Safety Bay Rd, Safety Bay

Place No: 80

**SITE INFORMATION**

Place Name:	Residence, 250 Safety Bay Rd	
Other Names:		
Street Address	250 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 10	Plan: 5747
	Reserve No:	C/T: 1310-197
GPS	32.303930°S 115.713780°E	

HERITAGE LISTING

SHO inHerit database number	19941
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE

	Individual Building or group
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1960
Walls:	Brick: painted brick
Roof:	Asbestos
Architectural Style	Post War International
Physical Description: Traditional holiday home of brick and fibre cement construction with shallow pitched roof. The façade is of asymmetric plan form with three large picture windows dominating the elevation. All windows to the front of the building are timber framed with a mixture of fixed and hinged panes. The main entrance to the property is via flight of steps to the front door which faces the side road. Wide eaves overhang the front elevation. The house is predominantly of brick construction to the top of the windows with fibre cement cladding above. The window sills are canted brick, rendered and painted. The garden is enclosed by a low masonry wall to the main Safety Bay Road frontage and high rendered masonry wall along the Waimea Road boundary.	
Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but workers, settled in the area with their families as industrial sites began to be established in the region. This portion of Safety Bay was subdivided for residential settlement in 1935 but development was slow and many of the buildings constructed were simple shacks for holiday homes. This residence was built c1960 as it was not evident in the 1953 aerial photograph of the site but has been built by 1965. It has not been established who was the original owner or occupant of this residence. Aerial photographs indicate that the residence has not been significantly altered since the mid-20th century although other structures have been built at the rear of the lot facing Waimea Road.	
Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in brick and asbestos sheeting. the place has historic value for its association with the development of Safety Bay in the 1960s as a holiday destination.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Residence, 274 Safety Bay Rd, Safety Bay

Place No: 81



SITE INFORMATION		
Place Name:	Residence, 274 Safety Bay Rd	
Other Names:		
Street Address	274 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: 22	Plan: 5747
	Reserve No:	C/T: 1260/125
GPS	32.304600°S 115.716450°E	

HERITAGE LISTING	
SHO inHerit database number	19950
City of Rockingham MI	Adopted: 27/4/2011
Other Listings	

PLACE TYPE	
	Individual Building or group
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1950s
Walls:	Timber: weatherboard and asbestos
Roof:	Metal: Colorbond
Architectural Style	Post War
Physical Description: Single storey timber framed and iron dwelling, set in an open garden comprising lawn, mature trees and low brick garden beds. The main southern elevation of the house has a centrally located projecting bay with the timber entrance door located on its east wall. The projecting bay has a flat roof whilst the main portion of the house has a corrugated iron clad, shallow pitched, hipped roof with a metal chimney close to the front of the house. The projecting bay incorporates a three panelled fixed corner window with two fixed windows symmetrically located on the main wall behind and on both east and west elevations. The painted timber framed windows are surrounded by painted weatherboard cladding to the lower portion of the walls and painted fibre-cement panels above. At the rear of the house is a brick addition with a skillion roof. A grass track driveway extends along the eastern side of the property leading to a detached garage.	
Condition:	Good
Integrity	High
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: In 1920, Rockingham grew and became a popular holiday destination due to the rapid increase in the use of motor transport that made the place more accessible from the Perth metropolitan area for day-trippers and holidaymakers. New shops, tearooms, and recreational facilities were developed to accommodate the needs of the tourists. Small holiday cottages were built along and close to the seafront. In the 1930s, population of Safety Bay grew and houses were built on Safety Bay Road and both sides of Penguin Road. The houses are generally larger than the old cottages and are timber-framed with galvanised iron or tiled roofs. The original owner or occupant of this residence has not been determined. Aerial photographs indicate that the residence was built prior to 1953 and the form and extent of the building has not been significantly altered since then.	
Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the inter war style expressed in timber. the place has historic value for its association with the development of Safety Bay in the 1930s as a holiday destination.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

Waikiki Hotel - Site, Safety Bay

Place No: 82



SITE INFORMATION		
Place Name:	Waikiki Hotel - site	
Other Names:		
Street Address	434 Safety Bay Road	
Locality	Safety Bay	
Land Information:	Lot: Various	Diagram/Plan: Various
	Reserve No:	C/T: Various
GPS	32.309859°S 115.733403°E	

HERITAGE LISTING	
SHO inHerit database number	None
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	

PLACE TYPE	
Original Use:	Commercial: Hotel, Tavern or Inn
Current Use:	Vacant/Unused
Other Use:	Residential: Single Storey Residences

CONSTRUCTION DETAILS	
Construction Date:	1960; demolished 2009
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

N/A

Condition:	N/A
Integrity	None
Authenticity	None

HISTORICAL INFORMATION**Historical Notes:**

The former Waikiki Hotel which was located on this site was built in 1960 and opened on 7 October 1960. The project was an imitative of A V Jennings Construction Company and it set a record of only taking six and a half months to complete. A plaque in main bar confirmed a record set for most bricks laid in a day.

The complex comprised 16 units of which 4 were family units [4 beds], 2 honeymoon suites and 10 double units plus accommodation in sportsman's units with specially designed with communal living room and television lounge. All units had telephone, TV, and refrigerator with breakfast served in proper motel style and dining room was air-conditioned Tahiti room for cocktails or the summer lounge with top bands and dancing.

The late 1950s was a period of social change in the community as greater affluence, exposure to international trends and the prevalence of cars meant that the existing hotel model needed to change for the new clientele. Motels became more commonplace after World War Two in Australia but the Waikiki Hotel/Motel is believed to have been the first in Western Australia.

The complex was demolished in 2009 to make for the 'Waikiki Blue' Development.

Historic Theme:	Occupations: Hospitality industry and tourism
Associations:	A V Jennings
Sources:	Landgate land information and aerial photographs. State Library PR14528/WAI/1 - 0/24, Souvenir of the Opening, 7 October 1960. Weekend Courier Community, Aug, 2009, p. 3. Rockingham District Historical Society

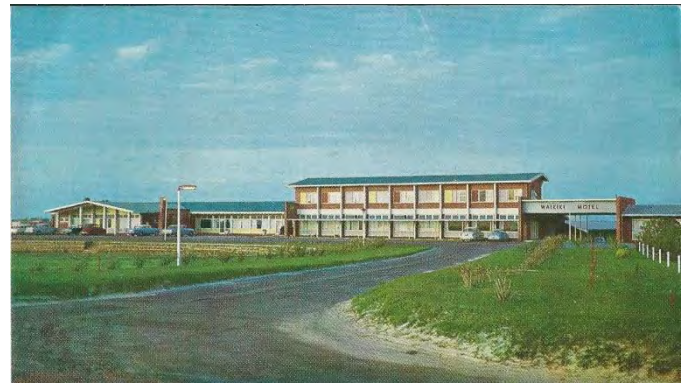
SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the hotel which occupied this site between 1960 and 2009 which demonstrated the development of this area in the 1960s. the site has historic value as the location of the first hotel/motel in Western Australia. the site has social value for the many members of the community who attended the venue during the period 1960 to 2009 when it was one of the few licensed premises in the district.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

ADDITIONAL PHOTOGRAPHS



Images courtesy the Rockingham Museum showing the Waikiki Hotel and its construction 1960.



St George's Church, Safety Bay

Place No: 83



SITE INFORMATION		
Place Name:	St George's Church	
Other Names:		
Street Address	1-3 Thomas Street	
Locality	Safety Bay	
Land Information:	Lot: 9	Diagram: 98832
	Reserve No:	C/T:
GPS	32.298510°S 115.711894°E	

HERITAGE LISTING	
SHO inHerit database number	11615
City of Rockingham MI	Adopted: 24/4/2018
Other Listings	Anglican Church Inventory

PLACE TYPE	
Original Use:	Religious: Church
Current Use:	Religious: Church
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1960
Walls:	Brick: painted Asbestos: sheets
Roof:	Metal: Colorbond
Architectural Style	Late 20th century
Physical Description: Single storey brick and fibre cement sheet church with shallow pitched roof.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: St George's Anglican Church was built to serve the growing community in Safety Bay in 1960. The architect and builder of the church have not been determined. The church foundation stone was laid by the Archbishop of Perth, Dr Moline on the 4 th December 1960. In 1954, the Anglican Church designated considerable funds to the development of the Perth diocese infrastructure. The Diocesan Trustees designated approximately £240,000 to various parishes for churches, schools, halls and other facilities. This church represents the investment by the Anglican Church in part of this scheme although further research is required to confirm this conclusion. The original church building was approximately half of the current size and sometime between 1985 and 1995 the church nave was extended to double the size of the whole building.	
Historic Theme:	Social and Civic Activities: Religion
Associations:	
Sources:	Landgate land information and aerial photographs. <i>The West Australian</i> , 29 September 1954, p. 7.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has historic value for its association with the development of Safety Bay in the post war period and its shift to more permanent residents not just a seasonal population. the place has social value to the many members of the community who have attended events and services at the church since the 1960s. the place has aesthetic value as a simple demonstration of late 20th century style.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Residence, 21 Waimea Rd, Safety Bay Place No: 84



SITE INFORMATION		
Place Name:	Residence, 21 Waimea Rd	
Other Names:		
Street Address	21 Waimea Road	
Locality	Safety Bay	
Land Information:	Lot: 257	Plan: 6542
	Reserve No:	C/T: 1207/489
GPS	32.299900°S	
	115.713730°E	

HERITAGE LISTING	
SHO inHerit database number	19948
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
	Individual Building or group
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1960
Walls:	Brick: common
Roof:	Tile: terracotta
Architectural Style	Post War
Physical Description: <p>Single storey rendered and painted brick and tiled residence of asymmetric plan form. Distinctive curved bay window to the projecting section of the residence with aluminium framed openings, flat concrete awning and rendered parapet above projecting into the roof line.</p> <p>The main entrance is set behind the bay with a curved feature wall and part flat roof. The tiled roof is hipped with boxed eaves. A curved multi-pane window makes a feature of the southern corner of the façade. A large multi-paned window dominates the northern section of the façade with aluminium sliding openings and a painted rendered sill. The deep eaves provide shelter to this opening.</p> <p>The house is positioned approximately mid-way within the lot with open gardens to the front without a street boundary and driveway along the northern side of the house.</p>	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: <p>Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but also workers, settled in the area with their families as industrial sites began to be established in the region.</p> <p>This portion of Safety Bay was not developed until the late 1950s with the area characterised by sandy scrub and minimal access roads. A subdivision plan for this site and the surrounding lots was approved by the Department of Lands in 1955.</p> <p>The origin of the name Waimea Road has not been confirmed however several origins have been proposed. The wife of land agent, Alfred Watts was named Helen Waimea Saunders (c1879-1968) and as he was responsible for many subdivisions in Safety Bay it is possible he named the name in her honour. Alternatively the name of this Hawaiian town could have been chosen to reflect a holiday mood. In addition, a barque name <i>Waimea</i> visited Rockingham in 1898/99 which may have left a lasting impression with the local residents.</p> <p>This residence was constructed c1960 as it was not present in 1953 but constructed by 1965. It has not been established who was the original owner or occupant of this residence.</p> <p>Aerial photographs indicate that the original residence has not been significantly altered since its construction although other structures have been built on the lot.</p>	
Historic Theme:	Demographic Settlement and mobility; Land allocation and subdivision Demographic Settlement and mobility; Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in brick. the place has historic value for its association with the development of Safety Bay in the 1960s
Level of Significance	Some/moderate
Management Category	<p>C</p> <p>Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.</p> <p>Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.</p>

ADDITIONAL PHOTOGRAPHS

Arcadia House - site, Shoalwater

Place No: 85



SITE INFORMATION		
Place Name:	Arcadia House - Site	
Other Names:	Kingsview Lodge Ye Olde Safety Bay Inn Gregmar Lodge C Side Lodge Safety Bay Guest House Arcadia Lodge	
Street Address	98 Arcadia Drive	
Locality	Shoalwater	
Land Information:	Lot: 20	Diagram: 47335
	Reserve No:	C/T: 1560/448
GPS	32.304154°S 115.710470°E Approx	

HERITAGE LISTING	
SHO inHerit database number	19934
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Health: Hospital
Current Use:	Residential: Two Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1939; demolished 2007
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Redeveloped site with no retained evidence or marker of the original Arcadia House.	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
Historical Notes: The building formerly on a large site on the north east corner of Arcadia Drive and Liverpool Street was built as a convalescence home in 1939 by Matron Smith who also ran the "Lucknow Hospital" in Claremont at that time. An item in the local press described the project as follows: <i>A two storied stone guest house has been erected by Matron Smith. This building contains 17 rooms, a large entrance hall 32 x 16 together with all conveniences. The building occupies a commanding position on the beach front and is a substantial and solid structure which reflects credit on the contractor, Mr R. E. Crofts, of Safety Bay.</i> It was opened as the 'Kings View Hostel' on 4th November 1939 with a community concert and card party. It was also referred to as the Safety Bay Convalescence Home during these early years. The property was subdivided in 1948 and sold to Mrs G. I. Clarkson in 1949. The Commonwealth Bank purchased the lodge in 1950. The place was then used as a holiday home for staff and continued to be known as 'Kingsview Lodge' although this function ceased in 1951. The lodge had different owners from 1970 onwards and recommenced operating as a holiday guest house. It had a succession of different names over time: "Gregmar Lodge" in 1981; "C Side Lodge" in 1985; and later it was referred to as "Safety Bay Guest House". In 1991, the lodge was renamed "Ye Olde Safety Bay Inn" and it was transferred to K. McDonald during the same year, who later renamed the place "Arcadia Lodge". The name derived from Seaforth McKenzie whose house "Arcadia" on neighbouring lots. In 1991 and 1992, a garage, portico and front fence were added under the ownership of K McDonald. The owners demolished Arcadia Lodge in 2007	
Historic Theme:	Occupations: Hospitality industry and tourism Social and civic activities: community services and utilities
Associations:	Matron Smith
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>The South West Advertiser</i> , 11 August 1939, p. 8; 25 January 1951, p. 4. <i>Sunday Times</i> , 18 December 1949, p. 8.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the development of Rockingham as a holiday destination in the 1930s and 1940s, and has also been used as convalescence home, guesthouse, holiday home and residence. the place has social value for the members of the community who had spent holidays there, particularly employees of the Commonwealth Bank between 1950s and 1970s.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

Residence, 118 Arcadia Dr, Shoalwater

Place No: 86



SITE INFORMATION		
Place Name:	Residence, 118 Arcadia Dr	
Other Names:		
Street Address	118 Arcadia Drive	
Locality	Shoalwater	
Land Information:	Lot: 2	Diagram: 11034
	Reserve No:	C/T: 1891/595
GPS	32.301020°S 115.704350°E	

HERITAGE LISTING	
SHO inHerit database number	19940
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1960
Walls:	Fibre Cement
Roof:	Metal: corrugated iron
Architectural Style	Post War International
Physical Description: Single storey house set back from the street in a large open lawned garden with no designated driveway. The main western elevation of the house is screened by mature shrubs, obscuring the beach views from the house. The walls are clad in blue painted fibre-cement and penetrated at regular intervals by timber framed windows that are shaded by individual awnings at the sides. The main entrance is on the western corner of the north wall with and is screened by a timber lattice to the northwest corner. A continuous metal awning with thick blue and white vertical stripes cover the length of the front elevation and wraps around both sides to one third of the length of the house. The gabled roof is clad in corrugated metal sheets with the rear one third of the building splaying slightly at both sides.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but also workers, settled in the area with their families as industrial sites began to be established in the region. This area of Shoalwater was subdivided for residential settlement in 1938. The first developments were largely holiday homes with some permanent residents. This residence appears to have been built c1960 although it is possible that a structure was on the site prior to this construction. It has not been established who was the original owner or occupant of this residence. Aerial photographs indicate that the residence has not been significantly altered since the mid 20th century although other structures have been built at the rear of the lot.	
Historic Theme:	Demographic Settlement and mobility: Land allocation and subdivision Demographic Settlement and mobility: Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in asbestos sheeting. the place has historic value for its association with the development of Shoalwater in the 1960s as a holiday destination.
Level of Significance	Some/Moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

Residence, 124 Arcadia Dr, Shoalwater

Place No: 87



SITE INFORMATION		
Place Name:	Residence, 124 Arcadia Drive	
Other Names:		
Street Address	124 Arcadia Drive	
Locality	Shoalwater	
Land Information:	Lot: 11	Diagram: 12971
	Reserve No:	C/T: 1264/826
GPS	32.301560°S 115.704160°E	

HERITAGE LISTING	
SHO inHerit database number	20047
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1950
Walls:	Brick: common
Roof:	Tile: terracotta
Architectural Style	Post War International
Physical Description: Single storey dwelling set back from the street behind a painted brick and metal fence, dense mature plantings and lawn, there is no designated driveway. A set of metal gates are located by the southern boundary with a paved path leading to the house. The house is a combination of brick and fibre-cement panels with timber framed windows. The hipped roof, extending over the verandah in the south northwest corner, is clad in terracotta tiles. The verandah roof is supported on simple square timber posts with decorative brackets. The verandah space extends beyond the roof line with a low arched masonry wall enclosing the area and providing access via 4 brick steps near the centre of the front elevation. The front entrance aligns with the verandah steps and is set on the rear wall of the verandah. A projecting painted brickwork bay sits adjacent to the verandah with the wall extending beyond the roof line to create a parapet.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but also permanent residents settled in the area with their families as industrial sites began to be established in the region. A subdivision plan for this portion of Shoalwater was approved in 1928 although it was not significantly developed until the post war period. This residence appears to have been built c1950 as it is present in a 1953 aerial photograph. It has not been established who was the original owner or occupant of this residence. Aerial photographs indicate the residence has not been significantly altered since the mid-20th century.	
Historic Theme:	Demographic Settlement and mobility; Land allocation and subdivision Demographic Settlement and mobility; Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the Inter War Functionalist style. the place has historic value for its association with the development of Shoalwater in the 1950s as a holiday destination.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

Mersey Point, Shoalwater

Place No: 88



SITE INFORMATION		
Place Name:	Mersey Point	
Other Names:		
Street Address	153 Arcadia Drive	
Locality	Shoalwater	
Land Information:	Lot:	Plan:
	Reserve No:	C/T:
GPS	32.304319°S 115.701721°E	

HERITAGE LISTING	
SHO inHerit database number	3164
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

PLACE TYPE	
Original Use:	Other Structures Residential: Other Park/Reserve
Current Use:	Park/Reserve
Other Use:	
CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A

Physical Description:

Mersey Point is located at the south-eastern tip of Safety Bay and is the primary departure point for access to Penguin Island. Facilities at Mersey Point include a kiosk, visitor's centre and gift shop. The jetty is accessed via a timber gazebo and boardwalk.

Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

Penguin Island was probably first used by the Aboriginal people who have believed to have been in the area up to 12,000 years ago.

The history of Mersey Point is closely linked to Penguin Island as it is the departure point to the island. In the 1930s, a small shop, Maddern's Store, was located at Mersey Point for holidaymakers and locals.

Historic Theme:	Demographic settlement and mobility: Environmental changes Occupations: Hospitality industry and tourism
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> Mersey Point has historic and social value as the starting point for travel to Penguin Island and is associated with the tourism industry since the early 20th century.
Level of Significance	Some/moderate
Management Category	C Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the place. Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

ADDITIONAL PHOTOGRAPHS



Images of Maddren's Store at Mersey Point in the 1930s.

Courtesy Rockingham Campus Community Library

Aloha and Oahu, Shoalwater

Place No: 89



SITE INFORMATION		
Place Name:	Aloha and Oahu	
Other Names:		
Street Address	166-168 Arcadia Drive	
Locality	Shoalwater	
Land Information:	Lot 1 SP6892 and Lot 1 SP827	Strata Plan 6892 and 827
	Reserve No:	C/T:
GPS	32.305030°S 115.703760°E	

HERITAGE LISTING	
SHO inHerit database number	19939
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Individual Building or group
Current Use:	Commercial: Holiday accommodation
Other Use:	Commercial: Holiday accommodation

CONSTRUCTION DETAILS	
Construction Date:	1950s
Walls:	Brick: painted
Roof:	Metal: Colorbond Asbestos: Corrugated
Architectural Style	Post War International

Physical Description:

A pair of rendered and face brick apartment buildings constructed in a similar manner, with a stepped construction so each apartment has a view to the ocean. The stepped construction forms a 'V' with the two apartments at the rear of the site being located close to each other whilst the front two apartments are the furthest apart separated by a grassed area with a gentle incline from the street edge.

The apartment blocks are essentially three storeys but to the street front, they mainly present as two storey development. The roofs to both blocks are opposing skillions with corrugated iron.

Parking is to the rear of both blocks comprising of below street level open parking.

Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION**Historical Notes:**

Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers.

From the 1950s, the Rockingham area continued to develop as a popular holiday destination and industrial sites had started to build up. Its popular beaches and surroundings not only attracted more visitors but also permanent residents, settled in the area with their families.

These two apartment blocks built sometime between 1953 and 1965 demonstrate the style of the period. Aerial photographs demonstrate that there was an explosion of building during this period and it is also apparent that the buildings have not changed significantly in form or extent since 1965.

Historic Theme:	Occupations: Hospitality industry and tourism Demographic settlement and mobility: settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE

Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a rare example of two storey apartments with an unusual staggered layout. the place has historic value for its association with the development of Safety Bay as a holiday destination in the 1950s.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

ADDITIONAL PHOTOGRAPHS



Penguin Island, Shoalwater

Place No: 90



SITE INFORMATION		
Place Name:	Penguin Island	
Other Names:		
Street Address	Penguin Island	
Locality	Shoalwater	
Land Information:	Lot: Lot 4129 Lot 24	Diagram/Plan: Plan 26832 Plan 243261
	Reserve No: 17070 22948	C/T: LR3105/60 LR3109/998
GPS	32.305452°S 115.690906°E	

HERITAGE LISTING	
SHO inHerit database number	3164
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	

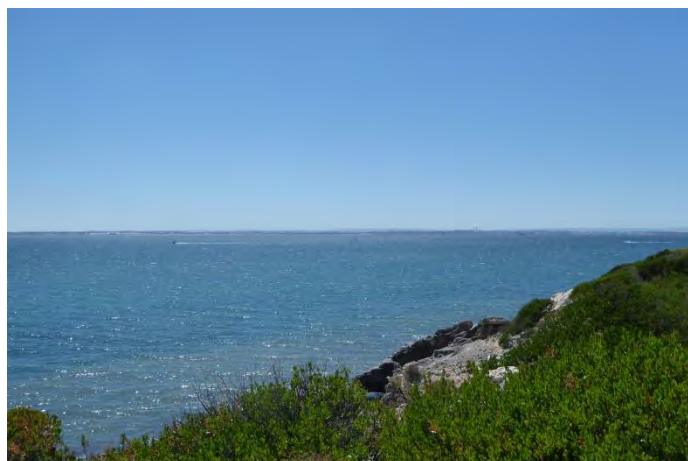
PLACE TYPE	
Original Use:	Other Structures Residential: Other Park/Reserve
Current Use:	Park/Reserve
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	N/A
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Penguin Island is situated within the Shoalwater Islands Marine Park, a unique marine environment that surrounds a chain of limestone islands. Penguin Island is located approximately 700 metres off shore from Mersey Point and has an area of 12.5 hectares.	
The island is characterised by limestone overhangs, cliffs and caves, and is covered in low-lying shrubs. The island has extensive visitor facilities including picnic areas, boardwalks, walkways and lookout platforms. An Interpretive Centre is located on the island, which is accessible from the jetty located to the east.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Penguin Island was probably first used by the Aboriginal people who have believed to have been in the area up to 12,000 years ago.	
The first person to have lived on the Island was an eccentric New Zealander by the name of Seaforth McKenzie who first squatted on the island in 1914. In 1918 McKenzie was granted an annual lease by the WA government and he set about establishing a holiday resort on the island. After McKenzie left the island in the 1930s it continued to be a place of recreation, operated by various lessees until the 1987 when the Department of Conservation and Land Management (now the Department of Biodiversity, Conservation and Attractions) bought out the lease to protect the environmental values of the island	
The holiday shacks built on the island were removed and in their place were built the Penguin Experience Discovery Centre, the Western Mining Research and Management Centre and improved recreation facilities. Access to the island is controlled by the Department of Biodiversity, Conservation and Attractions to protect the environment and the wildlife of the island.	
Historic Theme:	Demographic settlement and mobility; Environmental changes Occupations: Hospitality industry and tourism
Associations:	Seaforth McKenzie
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as its relatively unchanged natural environment demonstrates the coastal flora and fauna of the region with its rare colony of Little Penguins a feature of the region. the place has historic value for its association with the early development of the region and leaseholder Seaforth McKenzie who lived on the island and promoted it as a holiday destination. the place has social value as a tourist destination for members of the Rockingham and wider Western Australian community since the early 20th century. the place has scientific value for its potential to reveal archaeological information about its use and development during the 1920s.
Level of Significance	Exceptional
Management Category	A Essential to the heritage of the locality. Rare or outstanding example. The place should be retained and conserved. 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).

ADDITIONAL PHOTOGRAPHS



Penguin Island Kitchen, Store Cave & Well, Shoalwater

Place No: 91



SITE INFORMATION		
Place Name:	Penguin Island Kitchen, Store Cave & Well	
Other Names:		
Street Address	Penguin Island	
Locality	Shoalwater	
Land Information:	Location 4129	Plan: 26832
	Reserve No: 17070	C/T: LR3105-60
GPS	32.304693°S 115.690253°E	

HERITAGE LISTING	
SHO inHerit database number	4287; 4303
City of Rockingham MI	Adopted: 22/12/1998
Other Listings	

PLACE TYPE	
Original Use:	Other Structures
Current Use:	Residential: Other
Other Use:	Vacant/Unused

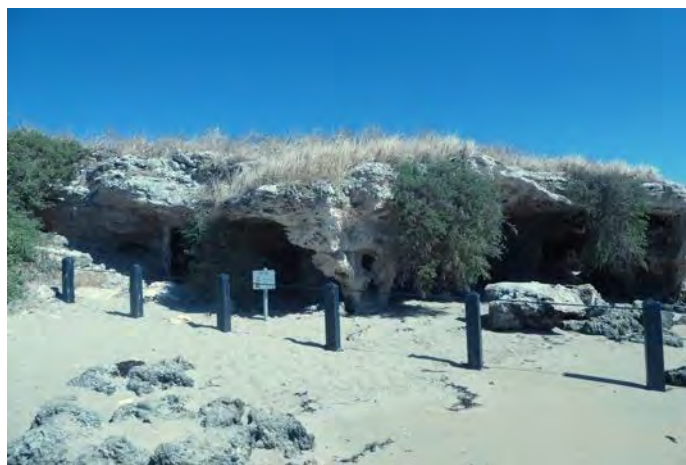
CONSTRUCTION DETAILS	
Construction Date:	1920s
Walls:	Stone: Limestone
Roof:	Stone: Limestone
Architectural Style	Vernacular
Physical Description: Limestone caves on the eastern side of the island previously converted to basic accommodation and now in their natural state. Access is no longer provided to the caves due to the dangerous condition of the rocky overhang. The majority of caves retain their open entrances but a number of them have fencing and walls and reinforcement. A well is located to the south of the caves which has filled with sand. Interpretative signage marks the location of the well. Shelves have been dug into the walls of the cave, and the remains of a rough hand-carved inscription can be seen in one cave.	
Condition:	Fair
Integrity	Low
Authenticity	Moderate

HISTORICAL INFORMATION	
Historical Notes: Paul Seaforth McKenzie (1853-1939) a native of Canada arrived in Western Australia sometime c1900 and after travelling around the state squatted intermittently in Penguin Island from around 1914. After the Island was gazetted a reserve for public use in 1918, an annual lease was granted to McKenzie. He planned to develop a holiday resort on the Island, with himself as caretaker and host. McKenzie utilized the limestone caves on the Island as accommodation. Using tools and explosives to extend some, and excavating a number of new ones. Some were equipped for campers, with a fireplace, shelves, and rock ledges where bedding could be placed. Hessian sheets were hung from the ceiling to catch falling sand. The caves had grand names such as 'Fairhaven' and 'Tudor Hall', while McKenzie lived in the timber and iron 'Manor Hall'. A small cave housed McKenzie's store where an honour system operated. He also had a library that he made freely available to visitors. Stones led into a cave which protected the visitor's drinking water, and food needing cool storage could also be kept there. McKenzie had a well that supplied brackish water for washing. In 1926, McKenzie's lease at Penguin Island was terminated. He bought land at Mersey Point, Safety Bay, where he built a house and a shop. In 1932, he travelled to New Zealand where members of his family lived. He settled there until his death in 1939. The entrance to the Kitchen/Store Cave had a manmade doorway built into it. This cave was used for camping by many visitors to the Island and later was the home of Tom Pollard and his family during the Depression years of the early 1930s. The well (1m x 1m x 2m in depth) was neatly and precisely cut out of the limestone on Penguin Island. The well was used as a source of fresh water for campers during Seaforth McKenzie's time on the Island and by squatters during the Depression years. The island is now a protected reserve which is accessed by daytrippers by a short ferry ride from the mainland.	
Historic Theme:	People: Famous and infamous People Occupations: Hospitality, Industry and Tourism
Associations:	Paul Seaforth McKenzie Tom Pollard

Sources:	<p>City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012.</p> <p>Landgate land information and aerial photographs.</p> <p>Seaforth McKenzie the KING of Penguin Island, Monday 2 January 2012, blog by Sharyn McCaskey, accessed January 2016.</p>
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SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a collection of simple coastal caves, both naturally occurring or excavated, that reveal a rough simplicity in the rugged landscape. the place has historic value for its association with Paul Seaforth McKenzie who developed the island as a holiday destination from 1914 to 1926. the place has social value for the community for its association with the well-known character, Seaforth MacKenzie, and for its ongoing function as a tourist destination. the place has potential research value for its potential to reveal archaeological information about its former use and construction during the 1920s.
Level of Significance	Considerable
Management Category	<p>B</p> <p>Very important to the heritage of the locality. High degree of integrity/ authenticity.</p> <p>Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.</p>

ADDITIONAL PHOTOGRAPHS





Seaforth McKenzie on Penguin Island, 1930s
 Courtesy Rockingham Campus Community Library

Monkhouse Residence - Site, Shoalwater

Place No: 92



SITE INFORMATION		
Place Name:	Monkhouse Residence - Site	
Other Names:		
Street Address	54 Penguin Road	
Locality	Shoalwater	
Land Information:	Lot: 78	Strata 69084
	Reserve No:	C/T: Strata 69084
GPS	32.303210°S 115.709290°E	

HERITAGE LISTING	
SHO inHerit database number	3183
City of Rockingham MI	Adopted: 24/10/1995
Other Listings	None

PLACE TYPE	
Original Use:	Historic Site
Current Use:	Residential: Single Storey residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1931: demolished 2005
Walls:	N/A
Roof:	N/A
Architectural Style	N/A
Physical Description: Demolished with no evidence of former residence remaining extant	
Condition:	N/A
Integrity	N/A
Authenticity	N/A

HISTORICAL INFORMATION	
<p>Historical Notes: In the late 1920s, lots in the Penguin Estate at Safety Bay were offered for sale by developers and from the early 1930s, simple holiday homes were built on some of these blocks.</p> <p>A simple home was built on this lot by Clarence Roy Monkhouse (c1898-1956) and his wife Hazel, nee Grant (c1901-1969). Following Clarence's death in 1956, Hazel lived on in the house until the late 1960s. Their simple home was representative of the homes built during the Inter War period in Safety Bay.</p> <p>Clarence Monkhouse made a significant contribution to the community serving as a member of the Rockingham Roads Board in 1944-46 and was the founder and Commodore of the Safety Bay Yacht Club in the late 1940s.</p> <p>The Monkhouse residence was built around 1931 and was typical of the kind of homes built in the area at the time.</p> <p>The residence was a single storey weatherboard and fibro residence with a hipped iron roof and a timber-framed verandah on four sides.</p> <p>The place was demolished in 2005.</p>	
Historic Theme:	Demographic Settlement and Mobility: Settlements People: Local heroes and battlers
Associations:	Monkhouse family
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the site has historic value for its association with the Monkhouse family who made a significant contribution to the Safety Bay community.
Level of Significance	Historic Site
Management Category	E Historic site. Recognise and interpret if possible - for example, with a plaque, place name, or acknowledge in new urban or architectural design.

CWA Centre, Shoalwater

Place No: 93



SITE INFORMATION		
Place Name:	CWA Centre	
Other Names:		
Street Address	12 Watts Road	
Locality	Shoalwater	
Land Information:	Lot: 174	Plan: 5737
	Reserve No:	C/T: 1098/196
GPS	32.300880°S 115.709670°E	

HERITAGE LISTING	
SHO inHerit database number	19933
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Social/Recreational: CWA Hall
Current Use:	Social/Recreational: CWA Hall
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1952
Walls:	Timber frame, fibre cement cladding
Roof:	Colorbond
Architectural Style	
Physical Description: Single storey building with distinctive triple roofed entry. The structure is timber framed with fibre cement cladding on a brick base with hipped, gables and skillion roofs clad in Colorbond. The building is simple in form with the main hall being housed in a rectangular building which was part of the original construction. The skillion roofed side (south) addition is of similar construction method and was added in the 1950s. The distinctive triple roof entry was added in the 1990s and is also of timber framed construction. The central gable section containing the entrance door is the original porch. The windows are aluminium framed openings. The CWA Building is positioned within a large lot which is open to the street boundary.	
Condition:	Good
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: The Country Women's Association (CWA) is an organization of women whose aim is to improve the conditions for families, women and children, particularly those living in rural and remote Australia. The Rockingham Branch of the CWA was formed in 1936. The Safety Bay branch of the CWA had its inaugural meeting on 19 August 1946 in the Safety Bay Progress Hall. The Safety Bay CWA Hall was constructed in 1952 through the efforts of local volunteers with funds raised by the CWA members. The building was designated as a 'Rest Room' and at the opening of the new premises the President of the Safety Bay CWA, Miss Piesse thanked the 27 men who had contributed to the construction. The construction team was led by Mr W. Lee, Mr H. France and Mr R. Winzer. At the time of opening a plaque was installed within the hall that listed all the volunteers. Since its construction, a small addition was constructed on the southern elevation sometime prior to 1965. The distinctive front awning was constructed c1990 and replaced a simple awning over the main entrance. The building continues to be used as a centre for the Safety Bay branch of the CWA.	
Historic Theme:	Social and Civic activities: Community services and utilities
Associations:	Country Women's' Association
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs. <i>South Western Advertiser</i> , 30 August 1946, p. 2; 27 November 1952, p. 6.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple example of the post war style expressed in asbestos sheeting.
Level of Significance	Considerable
Management Category	B Very important to the heritage of the locality. High degree of integrity/authenticity. Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.

ADDITIONAL PHOTOGRAPHS



Residence, 623 Safety Bay Rd, Waikiki

Place No: 94



SITE INFORMATION		
Place Name:	Residence, 623 Safety Bay Rd	
Other Names:		
Street Address	623 Safety Bay Road	
Locality	Waikiki	
Land Information:	Lot: 261	Plan: 6379
	Reserve No:	C/T: 1227/476
GPS	32.324460°S 115.746840°E	

HERITAGE LISTING	
SHO inHerit database number	19943
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE	
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	1960s
Walls:	Timber frame, fibre cement sheet cladding
Roof:	
Architectural Style	Post War International
Physical Description: Two storey residence with an open garden comprising of lawn, mature shrubs and trees towards the side boundaries and a low picket fence to one side. The fibre-cement walls of the house are penetrated by a series of windows along its main northeast façade and an off-centre entrance. The windows are grouped in threes, a larger fixed pane alongside two smaller awning windows, one above the other. The upper storey features a wraparound balcony with a continuous timber balustrade. The balcony can be accessed by a glass door with side and fanlights, roughly above the ground floor entrance below. The roof cannot be seen from street level. A bitumen crossover is located approximately central on the lot with a concrete driveway expanding towards the house and concrete pavers continuing to the carport between the northwest boundary and side of the house.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but also permanent residents, settled in the area with their families as industrial sites began to be established in the region. The suburb of Waikiki was undeveloped in the 1950s. A subdivision plan for this site and the surrounding lots was approved by the Department of Lands in 1954. This residence was built in the late 1960s as it is not apparent in an aerial photograph of the site in 1965 although the lot does appear to be cleared. It has not been established who was the original owner or occupant of this residence. Aerial photographs indicate that the residence has not changed significantly in form or extent since its construction.	
Historic Theme:	Demographic Settlement and mobility; Land allocation and subdivision Demographic Settlement and mobility; Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in brick and asbestos sheeting. the place has historic value for its association with the development of Safety Bay in the 1960s.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.

**SITE INFORMATION**

Place Name:	Residence, 5 Martell St	
Other Names:		
Street Address	5 Martell Street	
Locality	Warnbro	
Land Information:	Lot: 550	Plan: 7444
	Reserve No:	C/T: 39/290A
GPS	32.332470°S 115.749600°E	

HERITAGE LISTING

SHO inHerit database number	19949
City of Rockingham MI	Adopted: 14/12/2010
Other Listings	

PLACE TYPE

	Individual Building or group
Original Use:	Residential: Single Storey Residence
Current Use:	Residential: Single Storey Residence
Other Use:	

CONSTRUCTION DETAILS	
Construction Date:	c1960
Walls:	Asbestos
Roof:	Asbestos
Architectural Style	Post War International
Physical Description: Single storey timber framed dwelling, set amongst an open garden comprising mature shrubs, lawn and low stone garden beds. The house faces north with its main symmetrical façade featuring a deep recessed verandah, centrally located and raised four steps from ground level with a metal balustrade and gate. The main entrance is in the centre of the verandah with an obscure glazed window either side. The wall cladding is a combination of painted flat and corrugated fibre-cement with a series of corner windows on either side of the verandah, there are no visible openings to the east or west. The corrugated iron roof is flat above the verandah, flanked by shallow pitched roofs to either side. A concrete driveway runs along the west side of the boundary, leading to a detached single width metal garage with glimpses of a new double width garage behind.	
Condition:	Fair
Integrity	High
Authenticity	High

HISTORICAL INFORMATION	
Historical Notes: Following World War Two Rockingham continued to develop as a popular tourist destination with the suburbs of Rockingham, Palm Beach and Safety Bay being well patronized by holidaymakers. The popular beaches not only attracted more visitors but also workers, settled in the area with their families as industrial sites began to be established in the region. The suburb of Warnbro was undeveloped in the 1950s with the area characterised by sandy scrub and minimal access roads. A subdivision plan for this site and the surrounding lots was approved in 1960. This residence was constructed in the early 1960s and was one of the first in the street and adjacent area. According to the Rate Books, in 1961, the property was owned by Robert Burns and had not been developed at that time which suggests it was built shortly thereafter as it is evident in 1965. Aerial photographs indicate that the original residence has not been significantly altered since its construction.	
Historic Theme:	Demographic Settlement and mobility; Land allocation and subdivision Demographic Settlement and mobility; Settlements
Associations:	
Sources:	City of Rockingham Municipal Heritage Inventory, Place Record Form September 2012. Landgate land information and aerial photographs.

SIGNIFICANCE	
Statement of Significance	<ul style="list-style-type: none"> the place has aesthetic value as a simple demonstration of the post war style expressed in asbestos sheeting. the place has historic value for its association with the development of Warnbro in the 1960s as a holiday destination.
Level of Significance	Little
Management Category	D Significant but not essential to the understanding of the district. Photographically record prior to major development or demolition. Recognise and interpret the site if possible.