



HISTORICAL THEMATIC FRAMEWORK

Historical Thematic Framework

INTRODUCTION

Aboriginal Society at the time of the arrival of the European Settlers

The Swan Valley and Swan Coastal Plain had been inhabited by Aboriginal people for between 40,000 and 80,000 years prior to European contact. These people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely-knit family groups related by kinship. Over the previous centuries they had a finely established order and a sound social framework had evolved.

They had a close relationship with the land and their identity was both embodied in, and derived from the places to which they were connected. The different groups understood the implications of tribal territories, boundaries and sacred places. The attitude of the early Aboriginal people to land and sites was in part a reflection of their religious beliefs, and also their responsibilities towards the land and their rights to it, which were inherited through kinship. Their rich culture and traditions were passed down to the younger generations through the power of legend, art, painting, dance, story and song.

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

European Settlement in the South Perth District

On visiting the City of South Perth in the twenty-first century, it is difficult to believe that the densely populated area we see today was once a struggling rural district, often overlooked in the search for more productive land. The Swan River Colony battled in its infancy, and for the first fifty years this fight for survival limited development in the South Perth district. Isolation from central Perth, the lack of a bridge across the Narrows and limited land for any agricultural use, all contributed to an atmosphere of uncertainty and sporadic development after initial settlement in the 1830s.

Steady development rose to meteoric proportions, particularly on the South Perth peninsula, with the influence of the 1880s and 1890s gold finds in Western Australia. The resulting economic boom attracted thousands of people to the State. Among these newcomers were investors, builders and architects who were influential in moulding development in the residential areas of Perth. It was at this time that people began to recognise the real potential of the value of urban living in a place just a few minutes by ferry across the river from central Perth.

In relation to the preference for rural versus urban development, the 'Parkites' versus the 'Pointers', created a rivalry between people in the South Perth Roads Board district which was to have an interesting impact on local government decisions for many years.

Federation, on 1 January 1901, ushered in a new order of development and architectural style that continued almost uninterrupted until World War II, when a lack of building materials and labour prevented much further development until the war ended in 1945.

The popularity and growth of South Perth is reflected in the construction of buildings for high density living and the changing local government status when the municipality of South Perth became a City in 1959. Since then, the City of South Perth has continued to enjoy a reputation as a sought-after place to live, owing to its close proximity to the Perth central business district, river, universities and a large variety of both State and private schools. All the factors and events that have influenced and shaped the character of the City of South Perth are developed in the thematic overview which follows.

PERIOD 1829 – 1849 SPORADIC DEVELOPMENT

1. Demographic settlement

The Swan River Colony was established in 1829 with great enthusiasm by a small band of people, under the leadership of Governor James Stirling. From the outset, the new colony struggled with a small population, lack of capital, labour and good arable land as well as unknown agricultural and climatic conditions. Land quality became the overriding influence on settlement. In the area we now know as the City of South Perth, where the sandy soils mostly proved infertile, little development occurred from 1829 to 1833. Another influential factor in the sparse initial settlement in South Perth was an early land survey carried out by Surveyor General John Septimus Roe. He reserved a large piece of land in the north part of South Perth, for the purpose of a village. This meant the land in this vicinity was not able to be developed for many years.

Another factor retarding development was the lack of easy access between central Perth and South Perth. Without a bridge, communication between the two areas was limited. It was not until 1837 that proper consideration was given to the development of a plan for establishing settlement in South Perth. Prepared by Arthur Hillman, a Government Cartographer, the map, marked 1837, was the first of its type for South Perth. As a mapping exercise very little detail was supplied. No roads were named and 'South Perth' was not an officially gazetted name. It was designated as 'Perth Suburban', or 'South Perth Townsite'.

2. Transport and Communication

Owing to the small population, early land transport was limited to foot, horses and light buggies travelling along undeveloped tracks in the bush. However, the South Perth district benefited greatly from being so close to the river. Transport on the water became a direct route to Perth Town and some early settlers owned boats, barges or canoes, which they used to ferry themselves via the Swan River. Private ferry services were established as early as 1833, with a landing stage at Point Belches. Tracks fanned out from here to both the Canning district and Fremantle. In 1834, the Colonial Government regulated ferry operators by setting tolls and operation hours.

Transport across the land was aided enormously by the building of the Causeway in 1843. At the same time, however, this great boon to people living south of the river, created more isolation for the peninsula of South Perth. Travellers between Guildford and central Perth chose to take the Causeway, while Fremantle Road was the preferred route to Fremantle, both routes bypassing South Perth altogether. This caused a decline in the ferry service across the Narrows. A bridge across the Canning River, which was fully completed in 1849, made the journey to Fremantle even easier. Designed by Henry Trigg, Superintendent of Public Works, and built by Solomon Cook at a cost of £400, the Canning Bridge was considered an engineering feat in its day.

3. Occupations

The first active settlement in South Perth occurred on Point Belches. Pioneer settler, William Shenton leased land on the 'Point' and erected a simple wind-powered wooden flour mill in 1833. A second mill was built in 1835 (after the first one proved to be inadequate) and this is the one that still dominates the skyline near the Narrows. Built by Lockyer and Son, Shenton's Mill was situated on the shore of Miller's Pool (later reclaimed in accordance with the Road Board's controversial decision of November 1938). This allowed people easy river access to the mill when bringing their grain for grinding. A small cottage was built as a residence for the miller in 1840. People were also attracted to the Point to collect timber, particularly for firewood, which was gathered and sold to supplement incomes for struggling farmers.

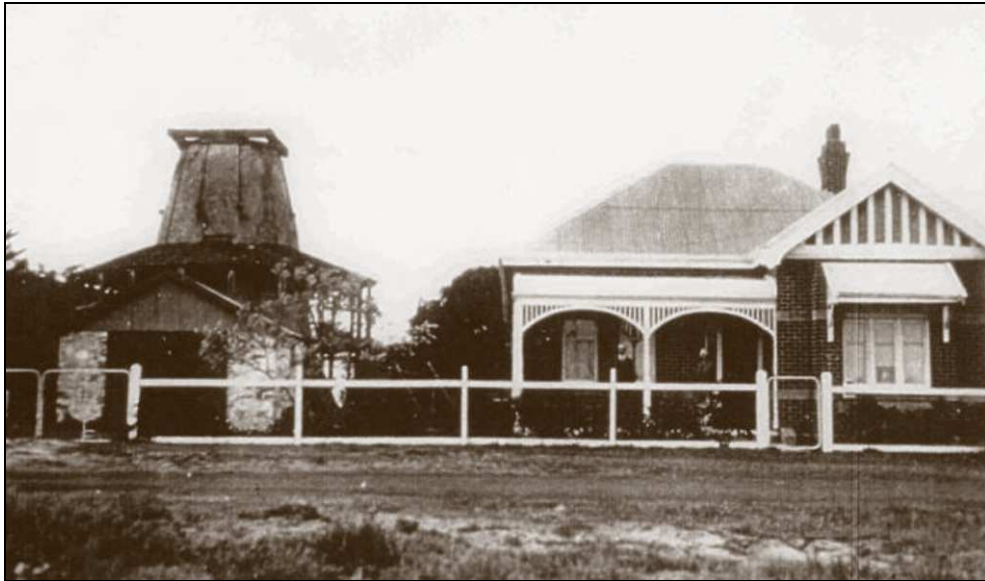
Owing to the poor land quality and isolation from Fremantle and Perth, most of the early pioneers of the district settled in the area close to what we now know as Victoria Park. Here small market gardens and dairies were established.

4. Community Efforts

There was little to no community involvement during the 1829 – 1849 period owing to the small population and isolation of the area between Fremantle and Perth.

5. Outside Influences

Shenton's Mill was the centre of some conflict between the early settlers and some of the local Aboriginal people. In 1834 a group of Aborigines, led by Galute, raided the mill. However, reports vary considerably on the number of people involved and the intent of the raid. Breaking into the mill, which was occupied by the miller, George Shenton (cousin of William Shenton), the Aboriginal people took a fairly large quantity of flour. This caused great consternation in the colony at the time and there was a quick response by authorities, resulting in the capture of four of the people involved. Two were severely punished, with Galute being flogged and imprisoned. Governor Stirling, who had been away at the time of the raid, thought the matter showed threatening signs from the Aboriginal people. Stirling led a military reprisal that led to the infamous 'Battle of Pinjarra' when at least fourteen Aboriginal people were killed. Soon after the Battle of Pinjarra the Aboriginal resistance to the English settlers dissipated.



Old Mill and the Hammersley family home, c1870.

(Picture South Perth Photograph Collection)

PERIOD 1850 – 1892 GROWING CONFIDENCE

1. Demographic Settlement

In the 1840s, the depressed Swan River Colony sought help from the British Government by appealing for the transportation of convicts to provide a cheap labour supply. The first transportation occurred in 1850. The arrival of the convicts led to the need for a new group of people in the Swan River Colony, the Enrolled Pensioner Force. Pensioner Guards were responsible for the care and control of the convicts during their transportation from England and their incarceration in the Colony. To encourage development and self-sufficiency, the Pensioner Guards were offered land in ten acre lots. These lots in the South Perth area, 17 in all, were situated on Melville Water, from the base of the South Perth peninsula, through the present day Royal Perth Golf Club, to the area we now know as Como. Major difficulties arose for the Pensioner Guards in the South Perth 'village'. They felt isolated from the rest of the colony and the land was sandy and infertile. The plan was a failure and the lots were soon abandoned. In 1858, all the Pensioner Lots were abolished by the Surveyor-General, J S Roe, and at the same time, the name 'South Perth' officially appeared on a new map for the first time.

Development along Perth Water was more successful, as the land was fertile and access to Perth via the Causeway or the river was much easier. Market gardens and dairies grew from small concerns to much larger properties. By 1860, the population was established at approximately 75 people, representing about ten families. The houses built by these families were usually simple structures built from materials such as slabs and roughly cut wooden shingles. Only one substantial brick house was built and this was a holiday house (weekender) constructed for William Fisher Mends, Assistant Commissary General of the Colonial Government.

South Perth grew slowly from this point until the 1880s, when the residential potential of the suburb, so close to central Perth, was recognised by a land developer, A B Wright. In 1885, Wright redeveloped a market garden and land on the Point into residential lots under the estate names of Brighton and Cremorne. Slowly, South Perth became attractive to public servants and people who commuted to central Perth for work each day. This was the beginning of an expansion in property development in South Perth which continued during the next decade.

2. Transport and Communication

Despite the introduction of convict labour in 1850, the roads in the South Perth district remained poor. Transporting produce to the markets in Perth or Fremantle continued to be difficult and was even further hampered when the Causeway was damaged by severe floods in 1862. This situation was not resolved until the opening of the new convict-built Causeway in 1867. In the same year, the convicts were also used as a labour supply for the construction of a new Canning Bridge which had a span of 135 metres. The road between the Causeway and the Canning Bridge, Fremantle Road, passed through the area now known as City of South Perth. Gazetted in 1873, the road, now called Canning Highway, carried a lot of traffic, although it was little more than a cleared bush track at the time.



Fremantle Road, 1910.
(Picture South Perth Photograph Collection)

River transport was still vital for many of the families living in South Perth. Most would have possessed their own boat, many of them flat bottomed, to cope with the low water levels and sand bars in the river.

Railway transport proved to be a highly controversial issue during the 1870s, as opinion was divided over the siting of the Guildford to Fremantle railway. An engineer was employed to prepare proposals showing alternative routes, including both south and north of the river routes. For a number of years the subject was debated, with the Fremantle and Canning districts, which included South Perth, favouring a 'south of the river' railway. They were very disappointed when the northern route was chosen. Construction work began in 1879. This again left South Perth without a major transport link to Perth, and only exacerbated the communication problems that had arisen when the telegraph line was also erected on the north side of the river.

3. Occupations

After the Pensioner Lots were abandoned, the land along Melville Water was used almost exclusively for timber cutting until the mid-1880s. Rural development, mostly occurring along Perth Water, included market gardens, orchards, vineyards and dairies. The names of the settlers can be seen reflected in many of the City of South Perth place names today. These include Douglas, Manning, Tondut, and Darley, who all came to the district at roughly the same time. By the late 1880s, market gardening was also under the influence of some Chinese families, who found the land along Perth Water suitable for growing potatoes and other vegetables. Fishing, prawning and crabbing were important, as a supplement to the settlers' diets, as well as a small commercial enterprise for some.



Chinese market gardens, South Perth foreshore, c1900.
(Picture South Perth Photograph Collection)

Shenton's Flour Mill struggled to maintain economic viability owing to its isolation from the wheat growing districts and steep competition from other, better located mills. By 1859, the mill was forced to close. For some years it stood unused, although the cottage was occupied. A new lease of life was given to the old mill when it was leased by a colourful character, Thomas ('Satan') Browne. Browne had grand plans to open the mill to the public as a hotel (after some alterations). The Alta Gardens Hotel was opened in 1880, with the mill as a central feature, with added verandahs providing extensive views to the hills and across the river to Mount Eliza. Browne hoped to attract patronage to his hotel by providing comfortable and exclusive premises, as well as a steam ferry service to transport customers across the river. The business, which started very successfully, fell into disrepute, owing to Browne's risky decisions. He was arrested, charged and found guilty of embezzlement, but was never sentenced owing to his suicide during imprisonment. The mill was once again abandoned and remained unused until 1931.

4. Community Efforts

Though the population of South Perth remained small during the first part of this period, the families were closely knit and formed a small community. In 1860, a Chapel was built for the strong Wesleyan section of the community. Without a regular minister, the South Perth people transported visiting preachers across the Swan by private boat. The Chapel was also used as a school from 1862 until 1879, when student numbers dropped to just five.

The low population of South Perth limited involvement in sporting activities, but rowing and yachting regattas brought many people to the South Perth shores to gain good vantage points for viewing the regattas.

As the number of people settling in South Perth increased, community spirit rose. This was particularly evident after the decision to include the South Perth district as part of the City of Perth when Local Governments were first officially formed in 1871. The South Perth residents protested at the lack of independence. A petition in 1891 demanded local government in their own right. This was granted in 1892. With the declaration of the South Perth Road Board District, seven members of the Board were elected in a meeting at the old school house (located approximately where the Wesley Chapel is today). Controversy and division occurred between the Board members almost immediately, with the men forming two distinct groups, those who lived on the Point, the 'Pointers', and those who lived close to Victoria Park, the 'Parkites'. Problems arose owing to the large area under the Road Board's jurisdiction, the financial base of the Board and the different needs of the rural community versus those people who were solely residents. These differences were seen to be influential throughout the history of the Road Board and the subsequent Municipality.

5. Outside Influences

A number of Colonial Government decisions led to some influential developments in the South Perth district during this period. Though the injection of convict labour did not result in the cheap labour supply that the settlers had first sought, the convicts did have an influence on the standard of infrastructure

within the colony. Roads and bridges were constructed to improve the standard of living for the pioneers. Another government decision which affected South Perth was the creation of a commonage of 1,700 acres of common pasture ground, to ease farmers' difficulties in finding pasture for stock. Part of this land is now represented in Windsor Park, between Mill Point Road and Labouchere Road, South Perth.

Floods in 1862 inundated the foreshore along Perth Water and caused serious damage to the 1843 Causeway, which then had to be rebuilt. The new Causeway was opened by Governor Hampton in 1867. The floods also silted up Miller's Pool, which had been used since 1833 as the river access to the mill on Point Belches.

PERIOD 1893 – 1918 FERRIES, JETTIES AND MONKEYS

1. Demographic Settlement

With the establishment of the South Perth Road Board and the small housing boom of the 1880s, by 1893 South Perth was already a popular, sought-after place to live. However, the gold finds of the 1890s in Coolgardie and Kalgoorlie, in addition to the depression in the Eastern States provided a catalyst of development of meteoric proportions.

The Western Australian gold boom attracted thousands of people to the State, some seeking their fortune on the goldfields, others to escape the depression in the Eastern States. Western Australia benefited from the architects who came from the Eastern States as their expertise and the wealth generated from gold, influenced both the commercial and domestic architecture during the Federation period c1890 – c1915. A population explosion also created a need for the development of residential suburbs and a demand for rural produce, both of which could be supplied in the South Perth district.

The demand for residential property in a suburb so close to central Perth saw a number of 'influential' people take up residency in South Perth. These included property developer, A. B. Wright, the Gibbs family, including Australian renowned artist, May Gibbs, and talented cartoonist Herbert Gibbs, as well as artist James Linton. They may have been influenced by the description of South Perth given by the developers of the Ferry Boat View Estate in 1898, who said "*Palatial Residences are now being erected in South Perth by the leading citizens of Perth and this points conclusively to South Perth becoming the fashionable locality*". Another advertisement, this time by developers of the Royal Park Estate claimed that "*The Death Rate at South Perth is the Least of any Perth Suburb!*"

In 1898, the South Perth Road Board boundaries were changed to recognise Como as a new suburb. The Como area had already been used for a number of years as a popular camping and swimming destination.

A large allocation of land, 42 acres, was taken up by the Perth Zoo, which was established in 1898. Under Director Le Souef, the Zoo became an important landmark in South Perth, receiving thousands of visitors each year. The Zoo was very influential in the development of South Perth. Advertised as an alluring

feature, people were encouraged to live in the district with such a prominent public attraction.



Perth Zoo entrance at Suburban Road, 1898.
(Picture South Perth Photograph Collection)

The South Perth peninsula was also a popular picnic and camping location, reached by boat from the northern side of the river.



Camping at South Perth, 1895.
(Picture South Perth Photograph Collection)

Between 1904 and 1914 a large number of blocks were purchased in Como, many by speculators. One development included a residence built by Frank Edgcumbe on a large property called 'The Wilderness'. 'The Wilderness' later became the centre of Como's community. Other changes to the Road Board boundaries occurred in 1900 when some land was excised from the South Perth Road Board to be included in Victoria Park.

By 1901, the South Perth population had risen from approximately 400 in the late 1890s, to 796. In 1902, the South Perth Road Board became the South Perth Municipality after a petition was put to the State Government. Continued division between those members representing 'The Point' as opposed to those representing the more rural Victoria Park end of the South Perth local government district, can be seen in the vitriolic response to the suggestion that South Perth unite with Victoria Park when it was first mooted that South Perth become a municipality. *"The people would rather remain a Road Board than in any shape or form be identified or connected to Victoria Park ... the idea of joining with Victoria Park, even under the flattering name of South Perth, is wholly unentertainable."*

2. Transport and Communication

With a growth of population and services came more efficient transport systems. A horse-drawn bus service across the Causeway in the late 1890s and an increased ferry service both contributed to a better standard of living for those people in the South Perth district. The bus service was introduced by Parkhill and Basford. It took people from central Perth via the Causeway and Fremantle Road to the Coode Street jetty. In approximately 1894 or 1896 (records are not precise), the Mends Street Jetty was built, but it needed to be widened soon after, in 1898, owing to the extra volume of traffic created by the Zoo. In 1897 Joseph Charles, the inaugural Mayor of South Perth, introduced the first regular daily ferry service across the Swan. He used ferries with the regal names of Queen, Princess, Empress and Duchess. The Duchess was locally built for the South Perth Ferry Company in 1898. By 1900, there were four jetties in South Perth and ferry services ran from Canning Bridge, Como, Coode Street and Mends Street.



The 'Silver Star' river steamer, Applecross, with the second (1867) Canning Bridge, after being raised in 1902, in the background, c1906.
(https://en.wikipedia.org/wiki/File:Canning_Bridge.jpg)

By the beginning of the twentieth century, the houses built in South Perth were centred around Mill Point, Mends Street and the South Perth Esplanade, so road development was limited. Between 1890 and 1900, the few roads which were built were mostly surfaced with oyster shell dredged from the river. By 1904, Suburban Road (later Mill Point Road) and Mends Street were the only metalled roads. However, improvements were made to both the Causeway, which was widened, and the Canning Bridge. By 1907 the Canning Bridge had fallen into a state of disrepair leading people to be wary of its safety. A new bridge was constructed on the south side to replace the old one. After a year of building and a cost of £2,024 the bridge was completed.

Postal communication improved rapidly with the building of a post office in 1900. This new service took over from a temporary post office that had been established in the Windsor Hotel on its opening in 1898. Technological change was seen in the introduction of the telephone exchange and an 8 miles per hour (14 k/hr) speed limit to the new motor cars which appeared on the scene.

3. Occupations

Along with the opening of the Perth Zoo and an increased population, came the necessary increase in local services. Centred around Mends Street, growth included the establishment of a number of shops such as a butcher and grocer, the Windsor Hotel and tearooms offering refreshments for those attending the Zoo. The tearooms and residence that were opposite the original Mill Point Road entrance to the Zoo, were constructed in 1899 by Frederick Stidworthy (at 130 Mill Point Road). The tearooms were operated by his wife, Lucy.

In 1911, Como Beach was officially declared a public beach. The tearooms run by Alice Pennington at the corner of Suburban Road and Coode Street, South Perth, were relocated to Eric Street, Como, near Melville Water and were renamed 'Anzac Tearooms' in memory of the Penningtons' son and other soldiers who lost their lives in World War I. These tearooms were enjoyed by visitors to this popular swimming, boating, camping and picnic beach.

Employment in South Perth could also be obtained from the private power station set up in 1904. The power station was set up near the site of the old Wesley Chapel in Coode Street. Today, this is marked by a plaque in the Wesley College grounds. Prior to the South Perth Electricity Company, street and domestic lighting were fuelled by oil, kerosene or candles. The rural nature of South Perth was maintained by the continuing presence of dairies and piggeries, both of which contributed by supplying goods to the Perth Markets.

4. Community Efforts

Rapid growth in population led to an equal growth in community efforts. Sport and recreational facilities expanded, including the establishment of the South Perth Tennis Club (1903), the Royal Perth Golf Club (1905), Kensington Race Course (which closed in 1913 and moved to Goodwood track at Burswood) and cricket which was played on the Zoo oval. Musical concerts and camping by Boy Scouts and the Young Australia League were also held in the grounds of

the Zoo. Other attractions of the Zoo included the subtropical gardens watered by an artesian bore set up by CY O'Connor, and the mineral baths that were developed using an underground spring.

State education for the children of South Perth began with State Schools in South Perth in 1898 and in Como in 1916. The South Perth School was opened under head teacher, Frank O'Leary, in two classrooms, with an initial enrolment of 22 students. By the beginning of the following school year, 80 students were on the register. In 1901, Clontarf Boys' Home was established for the education and rehabilitation of orphaned boys. Those seeking a Catholic Education for their children could find it after 1915 at the convent in York Street run by the Sisters of Saint Joseph. A private school was run in the Mechanics' Institute Hall, also known as the Mends Street Hall, (now the Old Mill Theatre) which was built in 1899. The Institute was used as a library and meeting hall. Designed by architect Henry Prokter, the hall was opened by Sir John Forrest.

For a period, the Mechanics' Institute was also used as a meeting room by the South Perth Municipality. However, in 1904 the Municipality built their own offices at the corner of Suburban Road and Mends Street, next to the Mechanics' Institute Hall. The municipal offices were constructed by builder F Stidworthy, following the plans of engineer D. H. Inverarity. The site of the Council offices, like most Council decisions, was filled with controversy. Since its creation in 1902, the South Perth Municipality had been fraught with indecision and friction. When it took over from the Road Board, the Municipality had severe financial difficulties, owing to embezzlement by the former Road Board Secretary. To enable the local government to carry on, they had to apply for help from the State Government to extinguish its debt. One of the substantial decisions made by the South Perth Municipality was to purchase the power station. This was achieved in 1914. A fire station opened in 1910 improved emergency services in the district.

Religious needs of the community were met in this period by the Manning Memorial Church for Nonconformists (1896), Saint Mary's Anglican Church (1899) and the South Perth Baptist Church (1901). The Manning family had been very influential in the district as community and business members. The Manning Memorial Church was demolished in 1983. Saint Mary's Church, also designed by Henry Prokter, was a small weatherboard building that was not well located at the corner of Onslow Street and Mill Point Road (then Suburban Road). In 1902, it was moved to Labouchere Road at the corner of Mends Street, opposite the Police Station (and then even later to Three Springs). In 1914, a significant purchase was made by the Catholic Church, being Dennehy House, bought for the Sisters of Saint Joseph for use as a convent. In 2014, it was still operating as a convent. Saint Columba's Church Hall built c1908, was used as a combined church and school until the Saint Columba's Church was erected in the late 1930s.

Community meetings were held in a range of places. The Mechanics' Institute, Pennington Hall (where the Baptists worshipped from 1898) and the Swan Street Hall, initially built for the Young Men's Association in 1909, were all popular meeting places for dances, concerts, and Red Cross fund-raising activities during World War I.



School group, Mends Street Hall, c1910
(Picture South Perth Photograph Collection)



Wedding reception, Pennington Hall, c1903.
(Picture South Perth Photograph Collection)

5. Outside Influences

Gold, rapid population growth and close proximity to central Perth all led to pressure on the rural aspects of South Perth living, particularly along the foreshore. Other pressures for change came from the City of Perth which, in the

early 1900s, wanted South Perth to join the 'Greater Perth' scheme inspired by City of Perth Town Clerk, W. E. Bold. Subiaco and South Perth did not enter the scheme, wishing to maintain their independence, although several inner-city local government areas were amalgamated with Perth.

Beyond its control, however, was the influence that World War I had on the South Perth municipality. Though building materials were not as limited as in the later World War II, labour decreased owing to the many men who volunteered for war service. Community groups responded to the challenge of the war by fundraising to support the war effort. Among these groups was the Ugly Men's Association, which was very active in South Perth. Another aspect of life during World War I was the slowing down, for a period, of the developmental pressure on the rural areas along the Perth Water foreshore. This would return at the cessation of war in 1918.

PERIOD 1919 – 1945 RAPID GROWTH FOLLOWED BY WAR

1. Demographic Settlement

Between the wars, residential lots were developed at an unprecedented rate. Houses were built under the influence of ideas brought back from Europe and America. The California Bungalow and Old English Revival designs replaced the Federation architecture of pre-World War I. Some areas were developed under guidelines set down by the War Service Homes Commission. Como and Kensington also grew, as many of the blocks that had previously remained undeveloped were occupied. The population of the South Perth district rose from approximately 3,000 people in 1921 to nearly 9,000 in 1933.



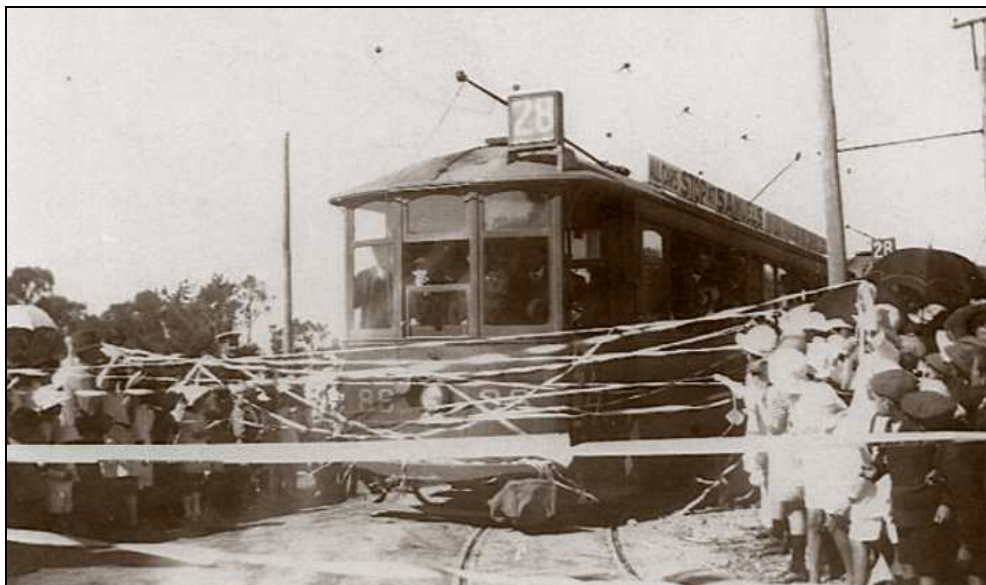
Aerial view of Hurlingham Polo Grounds, c 1935-40.
(Picture South Perth Photograph Collection)

During the 1920s, the South Perth Municipality (later to revert back to Road Board), like other local governments in Perth, adopted a preference for brick houses over timber houses, thus influencing the future character of South Perth. The State Housing Commission was also involved in the development of some areas. In 1945 the polo grounds at Hurlingham, which had been first established in 1925 on the site of the old Kensington Race track, were subdivided to supply housing for returned servicemen. (This area, situated between Douglas Avenue and Ellam Street, now contains streets such as Hurlingham Road, Meadowvale Avenue, Ranelagh Crescent, Swanview Terrace, and other streets.)

By 1945, the population had swelled to approximately 15,000.

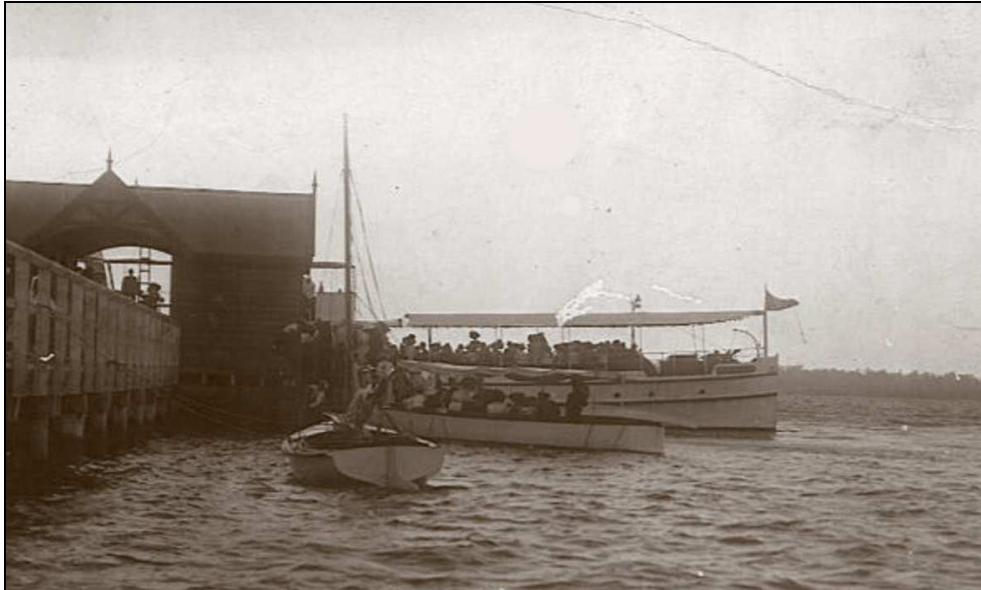
2. Transport and Communication

For the first two decades of the Twentieth Century many discussions were held between State Government, the South Perth Municipality and the residents of South Perth over the subject of trams. Developers, residents and the local government were all keen to have the tram line extended from Victoria Park. It took until 1920 for the State Government to agree to the proposal of tram extensions. By 1922 the tramway was in place. The tram travelled across the Causeway, down Angelo Street and terminated at the Zoo. Later, another line went along Mary Street to Como. In 1926 the tramway was again extended, this time along Mends Street.



Opening of the first Como tram route, c.1922.
(Picture South Perth Photograph Collection)

Ferry services remained popular, especially on public holidays when many day-trippers went to Como beach for picnics.



The 'Emerald' ferry at Como Jetty, c.1920.
(Picture South Perth Photograph Collection)

The introduction of cars, motorbikes and trucks was initially slow, but eventually their popularity became overwhelming. By World War II the horse and buggy were almost non-existent. With the increase in vehicle numbers came taxis, the resetting of the speed limit, the introduction of petrol bowlers at local shops and the improvement in roads resulting from a widespread bitumen sealing project.



Malcolm Sprunt in front of the family's South Perth motor garage, 1930.
(Picture South Perth Photograph Collection)

A number of major roads at this time were renamed. Fremantle Road became the Canning Road in 1927 and then Canning Highway in 1937, and River Street became Douglas Avenue in 1929. Canning Bridge was rebuilt in 1937-8 (and refurbished in 1997).

The novelty of flying brought light aircraft to South Perth in the 1920s. Landing on the dairy grazing land on the foreshore, the planes were used for joy rides and not official flights.

Communication improved for the district in 1934 with the introduction of another post office, this time in Angelo Street. Radios also became widely owned during the Inter-War period, revolutionising home entertainment.

3. Occupations

Employment at Weaver and Lock's cool drink factory was available from 1919. Situated in Suburban Road (later renamed Mill Point Road), the factory produced cordials and aerated water. This supplemented the availability of ice supplied by Bell's Iceworks in Lawler Street. The Iceworks changed attitudes to food-keeping as people were able to do away with the old 'Coolgardie safes' that were necessary before the advent of ice deliveries and then, even later, the refrigerator. In 1921, Burnett's Como Bakery in Preston Street was established. The presence of these three businesses is significant as South Perth is quite unique in that very little industry has ever developed in the district. Isolation from major transport systems and an aversion to industry by various local councils, including the South Perth Municipality, had left South Perth with a predominantly residential character.



Weaver and Lock mineral water factory (pictured 1988).
(Picture South Perth Photograph Collection)

Services provided for the community of the South Perth district included a wide range of entertainment, notably theatres and hotels. The Gaiety Picture Theatre in Angelo Street was one of the first of the Stiles family cinema empire. This was followed by the Hurlingham Picture Gardens (1933) and the Como Picture Theatre (1938). Today, the Como Picture Theatre, now called the Cygnet Cinema, is the only one still operating.

Also popular were the Hurlingham Hotel (1930 - 2005) and the Como Hotel (1939). During the 1940s, another popular icon was erected – the Pagoda Ballroom in Como.



Hurlingham Hotel, Canning Highway, South Perth.
(Picture South Perth Photograph Collection)

4. Community Efforts

After the cessation of hostilities in 1918, the people of South Perth strove to return to normal life as quickly as possible. Once again, people became involved in day to day decisions and local government enjoyed a small revival in interest. A result of this was a push for the Municipality to return to Road Board status to improve the Council's rate base. A referendum saw this proposal supported and in 1922 the South Perth Municipality reverted back to a Road Board.

Rapid population growth had the compound effect of creating a growing need for educational institutions. Many were supplied in the period between the wars. They include Wesley College (1923), Kensington State School (1926), Canning Bridge School (later Manning Primary School, 1936) and Aquinas College (1938), to name a few.

Fulfilment of the spiritual needs of the South Perth community was enhanced by a number of new churches erected in this period. These included the Como Methodist Church (1920), the South Perth Methodist Church (1925), which was used for a number of years by Wesley College for school services, South Como Baptist Church (1931), the second Saint Mary's Anglican Church (1932), Scot's

Church and Saint Columba's Catholic Church, (both in 1937) and the Salvation Army Hall.



The second Saint Mary's Church.
(Picture South Perth Photograph Collection)

In 1923, the South Perth War Memorial at the corner of Labouchere Road and Angelo Street was unveiled. Unfortunately, the corner site of the memorial has been unpopular, owing to the busy traffic and noise that emanates from the Zoo. Eleven years later, in 1932, the South Perth sub-branch of the Returned Services League was formed. Not having their own headquarters until the 1960s, the RSL met at the old Swan Street Hall.

Introduction of utility services increased the standard of living in South Perth. These included scheme water, then gas mains and deep sewerage which were established in 1926 and 1936 respectively. The volunteer fire brigade service that was first set up in 1910, operated from an old weatherboard and iron building, with few resources, until 1936. In that year a new fire station was built and equipment, which had at first only included ropes, buckets and two bicycles, was improved. The fire brigade had received their first fire engine, a converted car, in 1922.

5. Outside Influences

The Great Depression, which began in 1929, was a time of unprecedented unemployment throughout Western Australia. At times, one in three men were out of work. South Perth was similarly affected. Mortgages and rents fell into arrears and Road Board rates were not paid. Property values plummeted. The South Perth Road Board, like other local government bodies, sought to help the unemployed. A solution was to provide work for the unemployed in return for sustenance payments - the 'susso'. Preference was given to married men who carried out tasks such as foreshore improvement, road and footpath building, as well as levelling and clearing land for reserves. Homeless people who wandered through the district looking for work, found temporary homes at camps near the Canning Bridge.

The foreshore improvements that started during the early 1930s were continued when the State Government made the decision to fill in Miller's Pool and some of the other bays on the river's edge that were described as mosquito breeding and algae collecting pools. This work was done with the support of the South Perth Road Board.

The most far-reaching outside influence on the South Perth district was World War II. For the first time in Australia's history the country was under threat. Bombing by the Japanese in Darwin, Wyndham, Derby, Broome and as far south as Exmouth, made people acutely aware of the dangers of war. Responses to the situation included food rationing, controls on petrol, air raid precautions, issuing of gas masks, setting up of a Volunteer Defence Corps and the Red Cross Branch, and salvage drives to raise funds for the war effort.



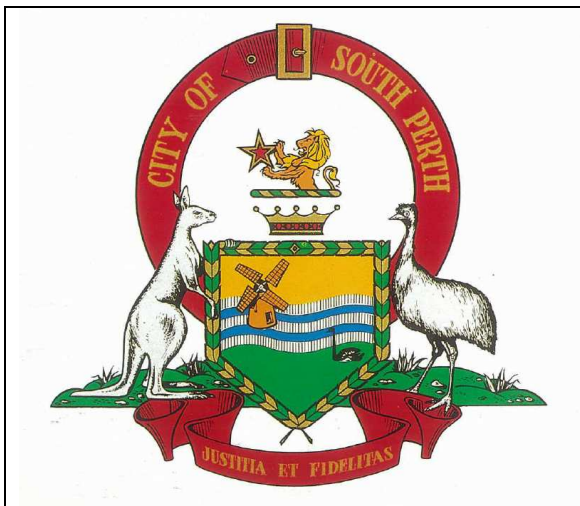
Taxis with gas converters, necessary owing to fuel shortages in World War II, 1943.
(Picture South Perth Photograph Collection)

In South Perth, slit trenches were built in Windsor Park, headquarters for emergencies were set up in the Infant Health Clinic (erected in 1932) and the Road Board began to be concerned that an air raid might cause the accidental release of the zoo animals. As further protection against Japanese invasion, the cricket pitch in Richardson Park, which was seen as a potential landing ground, was torn up. Other effects of the war in South Perth were the cessation of building, owing to a shortage of construction materials and a heightened lack of interest in local government, even when public works were cut to a bare minimum. Interest in local government decisions revived at the end of the war in 1945.

Period 1946 – 1979 Post-War Stability

1. Demographic Settlement

Post-war South Perth continued on the same path of development and relative harmony as it had just prior to the beginning of World War II. Local government was relatively stable with few of the divisions which had plagued it in its earlier years. In 1955, the boundaries of the South Perth district changed to include all of the land south of Manning Road extending to the Canning River. With a rising population and the rush on development, South Perth was elevated to a Municipality once more in 1956. However, the South Perth Municipality was short lived. Only three years later, in 1959, the Municipality became the City of South Perth. It was at this time that a Coat of Arms was designed for the new City. It was based on the design of the winning entry in an open competition conducted by the Council. The competition winner was Mrs Irma June Ashton, resident of Marsh Avenue, Manning.

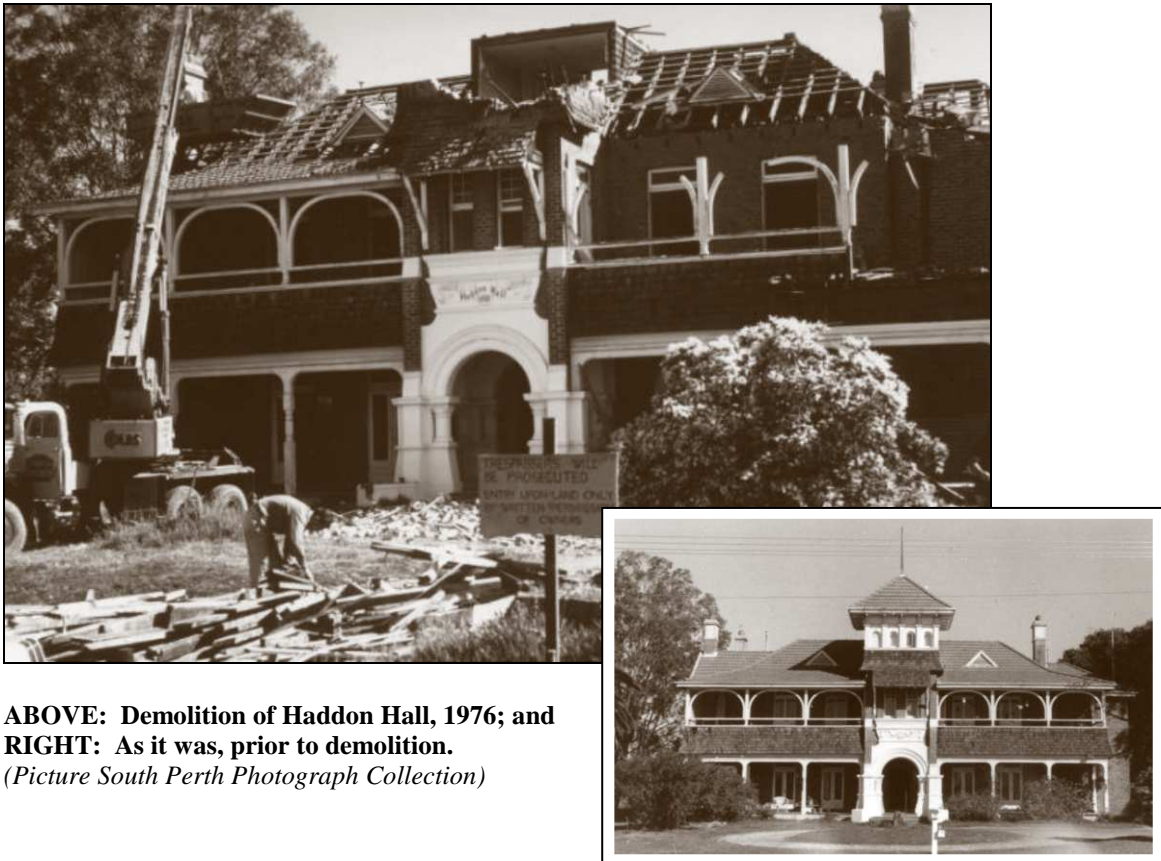


City of South Perth Coat of Arms

Owing to an acute shortage of housing in post-war Perth, the South Perth Road Board allowed people to live in caravans on their properties in Como until their houses were built. As well as this, Cassey's Caravan Park near the corner of Melville Parade and Ednah Street, Como, was fully occupied in this period.

During the 1950s, 1960s and 1970s, the Manning, Salter Point, Hurlingham and Karawara areas grew under the influence of the War Service Homes Commission and State Housing Commission. Karawara had been carved out of the old Collier Pine Plantation (initially planted in 1930). With the development of the Western Australia Institute of Technology (now Curtin University), student accommodation was built on land in Karawara situated between Kent Street and Walanna Drive.

Redevelopment in the 1960s and 1970s saw a number of old buildings demolished to make way for multi-storey commercial and residential buildings. Among the losses to the built heritage of South Perth was Haddon Hall, a grand residence originally constructed for George Shenton in 1897.



**ABOVE: Demolition of Haddon Hall, 1976; and
RIGHT: As it was, prior to demolition.**
(Picture South Perth Photograph Collection)

During the 1960s and 1970s, the tower blocks on Yellow Hill (along Mill Point Road opposite the zoo) forged ahead.

One project that did not proceed owing to the strength of public opinion, was a riverside highway. It had been proposed that this road would be constructed along the Perth Water foreshore in South Perth. Another very controversial project was the Key West proposal for private development on Sir James Mitchell Park. Both these plans were very unpopular with many local residents and, despite State Government support, neither proceeded.

2. Transport and Communication

A most significant decision, which influenced the historical direction of South Perth, was the construction of the Narrows Bridge. After much discussion, the Narrows Bridge evolved as a pre-cast and pre-stressed concrete structure. As it was such a large contract, it was shared between Danish firm Christiani and Nielsen in conjunction with Western Australian engineering firm J. O. Clough & Son. At a cost of £1,700,000 the bridge required a number of changes to the river foreshore. These included reclamation beyond the original shoreline on both sides of the river, the relocation of the South Perth Yacht Club and changes to Como Beach to accommodate the new Kwinana Freeway. In 1959, the Narrows Bridge and the Kwinana Freeway were opened by the Premier of the time, Sir David Brand.



Narrows Bridge under construction c1958.

(Photograph reproduced with kind permission of Engineers Australia (Western Australia Division))

Other changes to transportation affecting South Perth residents and workers in this period, included the discontinuation of the tram service and the construction of a new Causeway. The end of the tram era occurred in 1950. The Causeway was rebuilt in 1952 from reinforced concrete and, like the Narrows Bridge, provided for six lanes of traffic. Owing to the efficient roads and bridges and the resulting extra mobility by cars and buses, there was a decline in usage of the ferry service. In 1949 the Coode Street service was discontinued and the Mends Street ferries ran less regularly. For a while it appeared that the service might cease altogether, but public protests led to it being saved, though in a seriously limited state.

Communication within the community increased with the automation of the telephone system and the introduction of the *South Perth Community News* in 1946. Another weekly newspaper was put out for a short time by the South Perth Business People's Association. Called the *South Perth District News*, it was printed between July 1958 and August 1959.

3. Occupations

The introduction of television has had a large, and some people say, devastating effect on our society. At a practical level it was blamed for the rapid decline in people attending the movie theatres in South Perth, an outing that had been very popular from the 1920s to 1940s. In 1961, the Gaiety Theatre closed and the following year the building was converted to office and warehouse use. It was used for this purpose until the building was demolished in 1980. The Hurlingham Picture Gardens closed in 1963. Only the Como Theatre (Cygnet Cinema) survives. Today, the Cygnet Cinema is recognised Australia-wide as a superb example of Art Deco architecture.



Hurlingham Picture Gardens, corner of Fremantle Road (Canning Highway) and Hovea Terrace, 1950.

(Picture South Perth Photograph Collection)

A new source of employment in South Perth, built in 1962, was the Freeway Hotel. It was built under pressure to be ready in time for the British Empire and Commonwealth Games.¹ The Freeway was the first of a number of small, mainly residential hotels of a similar type in South Perth. The others were the Rhodes Hotel and the Metro Inn. Retail services continued to grow to provide for the expanding residential areas of the district.

4. Community Efforts

The end of an era came for the South Perth district with the disappearance of the last vestiges of rural life – McDougall's farm and dairy in Como. The South Perth Council purchased the property in 1952. McDougall's had been the last of several farms that had existed in the South Perth district. Forethought and generosity by the owners, Neil and Hazel McDougall, led them to bequeath the land to the Council. They remained on their farm until their deaths. This bequest was honoured by the Council who have maintained the old house as an arts and crafts centre for the community and the remaining farm land as a park. Remnants of the original dairy have also been preserved as part of the park. Another feature added to the park in 2014, was a community garden.

After the war, the South Perth community services grew enormously. With new residential areas came a demand for increased education, local government and medical services. In 1951, Saint Ann's Private School in Angelo Street, South Perth, was acquired by Methodist Ladies College. As student numbers expanded, more classrooms and space were needed. By the 1960s, pressure on the school's infrastructure led to the purchase of a larger piece of land in Como. In 1971, the school, renamed 'Penrhos', was built on the new site surrounded by pine trees remaining from the former Collier Pine Plantation. In 2015, a number of the pine

¹ The first 'British Empire Games' took place in 1930. In 1950, the name was changed to 'British Empire and Commonwealth Games'. In 1966, it was again changed to 'British Commonwealth Games' and on the 27th January 1974, a General Assembly decision, reflecting the growth in Commonwealth membership, changed the name to 'Commonwealth Games'.

trees still exist in the school grounds. Further education services were provided by an expanding number of Catholic educational institutions, as well as new State schools. These include the Collier Primary School (1948), South Kensington (1953), Como High School (1968) and Koonawarra Primary School (1957).

Health services were dramatically improved with the opening of the South Perth Community Centre Hospital in 1956 (later renamed 'South Perth Hospital'). For the aged, a new home on a large Mount Henry site (later to be Mount Henry Hospital – closed in 1999) was built in 1951. Senior citizens' services had improved with the establishment of the South Perth Old People's Welfare Committee in 1959. They were responsible for introducing Meals on Wheels and the Leisure Time Centre, now called the South Perth Senior Citizens Centre. Further to these developments in community care, an important and innovative service was provided for mothers and their babies at Ngala Mothercraft Home which was established in 1959.

In the same year (1959), the council of the City of South Perth was given a new administrative home with the construction of the South Perth Civic Centre in South Terrace on the corner of Sandgate Street. The centre included offices, the Walter Murdoch Library, a community hall and a lesser hall. The old Mill Point Road offices of the South Perth Road Board and Municipality were leased by the Council for a number of years for use as a medical/dental surgery. At the same time, the Mends Street Hall became the home of dramatics and was renamed the Old Mill Theatre. The 'new' theatre became the centre of community activities, leaving the old Swan Street Hall obsolete, except for meetings of the Returned and Services League (RSL). Soon after, the RSL hall in Angelo Street was built in 1961, the Swan Street Hall was demolished. Also changed, but not demolished, was the Coode Street Fire Station (1936). Closed in 1973, when a new station was built in Kensington, the fire station has had a new lease of life as an interestingly renovated private residence.

Many churches were expanded or rebuilt during this period. Some of the changes included a new Methodist Church, later called the South Perth Uniting Church, and the new Catholic parishes in areas such as Kensington and Manning established in the 1950s. Saint Mary's received the Lovelock Tower and Cross in 1972, described as a three-armed Cross shaped to look like Christ in the Act of Blessing. Recycling at its best is reflected in a statue of Christ which was carved from jarrah beams acquired from Haddon Hall (a former grand mansion which had been located on South Perth Esplanade). This statue was dedicated in 1978 at the Anglican Church of Saint Martin-in-the-Fields in Kensington.

Widely used and recognised by many Perth residents and visitors, is the public open space, known as Sir James Mitchell Park. During the 1960s, the park was redeveloped, eliminating many of the bullrush areas and the foreshore was reclaimed and walled. Major changes were proposed in 1975 by Landscape Architects, Pamela and Michael Tooby in a plan for the foreshore. Part of the proposal included the recommendation to move South Perth sports clubs to the reserve. These plans were revised however, and the park has been retained as public open space. Today, this space is well used by many residents and visitors to the South Perth foreshore. It attracts people walking, jogging and those on rollerblades and bicycles, as it is part of the well-known 'Round the Bridges' 10km circuit. The large grassed area has also been used for such events as the annual Caravan Show, the 'Red Bull' aerobatics show and by thousands of people during the Australia Day 'Skyshow' and the South Perth Fiesta.

5. Outside Influences

Although World War II ended in 1945, some aspects of the wartime domestic situation continued, such as shortages and some rationing. However, 'normal' life soon resumed. The largest influence through the 1940s and 1950s throughout Western Australia, was the immigration of European migrants and the impact of full employment and a booming economy. The South Perth district benefited from the housing programs initiated by the War Service Homes Commission and the State Housing Commission.

Money was also available for both commercial and residential development, leading to extensive expansion in high rise buildings on the peninsula and the escarpment opposite the Zoo, constructed to capitalise on the magnificent river and City views.

An outside decision that led to change within the South Perth district was the compulsory acquisition of the electricity station by the State Electricity Commission. Electricity had been supplied by the South Perth Council since it purchased the plant in 1914.

Land within Kensington was also utilised by other government agencies and institutions, such as the Ngala family resource centre (1959), Agriculture Department and Forestry Department (later Department of Conservation and Land Management), all of which are located within the area bounded by Hayman Road, Kent Street, George Street and Jarrah Road (now Baron-Hay Court), Kensington. This area had been part of the Collier Pine Plantation.



Ngala, corner of George Street and Jarrah Road, Kensington, pictured 1988.
(Picture South Perth Photograph Collection)



Forestry Department, Kensington, showing remnant specimens from the former Pine Plantation (pictured 1994).
(Picture South Perth Photograph Collection)

The City's development was significantly influenced by successive Town Planning Schemes. The No. 1 Scheme was approved by the State Planning Minister in 1962. This Scheme related only to the northern parts of the City, generally north of Angelo Street west of Tate Street and to the north of Mill Point Road east of Tate Street. The No. 2 Scheme operated from 1972 to 1986 and was the City's first district-wide Scheme. The No. 3 Scheme operated between 1974 and 2003. It was introduced primarily to control the height of buildings between Salter Point Parade and River Parade (now River Way), in Salter Point, and to protect views across the Canning River when the subdivision of land became possible due to the construction of Salter Point Parade. The No. 3 Scheme also introduced a payment levy towards the construction costs of this new street.

PERIOD 1980 – 2015 FUTURE DIRECTIONS LIE IN PLANNING

1. Demographic Settlement

At the time of the centenary of the formation of the South Perth Road Board in 1992, the population of the City of South Perth was estimated at approximately 34,500. By 2005, the population had expanded to 36,108 (Local Government Directory), and by 2013, it was estimated to be approximately 46,113 (Australian Bureau of Statistics).

In 1986, the City's Town Planning Scheme No. 2 was replaced by the No. 5 Scheme, and this was replaced by the No. 6 Scheme in 2003. Both the No. 5 and No. 6 Town Planning Schemes included City-wide building height controls, responding to community concern regarding the trend towards taller buildings throughout the City, and the potentially adverse visual and amenity effects of larger buildings.

Encouraged by the State Government, an increase in housing density has been created by urban infill. This has resulted in the development of many multiple, grouped and single dwellings on smaller subdivided lots, as well as the loss of a number of mature trees which were removed to make way for new development.

The direction of planning and zoning in the City of South Perth came under a lot of scrutiny as the Council approached the end of the 1990s. With a steadily growing population, the pressure of development, particularly on older homes built in the Inter-War period, also increased. Older homes were sold because they no longer met home-owners' expectations for a modern lifestyle. Many of these homes were demolished to enable redevelopment with more than one dwelling on a site.

2. Transport and Communication

In 1982, the Mount Henry Bridge was opened by Premier Ray O'Connor. This was a significant event, as it allowed for the southern extension of the Kwinana Freeway, ultimately reaching Mandurah. The bridge was built to accommodate cyclists and six lanes of vehicular traffic.

In 1998, Main Roads Western Australia released a controversial plan to widen the Narrows Bridge by constructing a duplicate bridge alongside the original bridge. Work commenced on the new bridge in May 1999 and this second bridge was completed in June 2001. The second bridge was located 6 metres away from the original bridge, with each bridge containing a dedicated bus lane, five general traffic lanes and a dual-use path. The controversy surrounding the widening of the Narrows Bridge faded as people travelled more freely over the two bridges. However, heated discussions were then held over a new train line which was proposed to be built down the centre of the Kwinana Freeway, once again requiring changes to both the Narrows and Mount Henry Bridges. The Perth to Mandurah train line opened to traffic in 2007.

The new railway did not include a station at South Perth, although the widening of the Freeway had been designed to accommodate a future station in the vicinity of Richardson Street, South Perth. The first station south of the Narrows Bridge was at Canning Bridge. While many people opposed the concept of a bridge at South Perth, the Council, in conjunction with the State Planning department and the Western Australian Planning Commission, undertook a study which resulted in major modifications to the City's Town Planning Scheme No. 6 to encourage the densification of an area known as the South Perth Station Precinct. The purpose of the exercise was to create an activity centre of high density living and employment opportunities, to an extent that would eventually support a viable train station at South Perth as a destination stop. Following years of periodic community engagement and consultation, the statutory provisions became operative on 18 January 2013, and the first development applications for multi-storey developments were approved during 2014.

It is interesting to note that the speed limit on the Freeway over most of its length was 100 km/h in 2015 compared to the maximum speed limit of 14 km/h set by the South Perth Road Board early in the twentieth century.

Through all of these changes, the ferry to Mends Street remained an important link between South Perth and the Perth city centre.

3. Occupations

With the continuous growth of the City of South Perth population, both retail and commercial aspects of the local economy have expanded. The Mends Street, Preston Street and Karawara shopping centres continue to supply the needs of the people, together with the smaller shopping centres and outlets. In 2009, the City approved plans to significantly expand the Karawara shopping centre with a second supermarket and other major additions. The restaurant and café trade increased in Mends Street, and the available dining options, along with the Windsor Hotel, continued to attract many people into the area. However, by 1980s, the City's industrial buildings had disappeared.



Noonans' Bakery, Mill Point Road (pictured 1988).
(Picture South Perth Photograph Collection)

4. Community Efforts

The Manning community grew large enough to warrant their own services and in 1964, a library was built in Manning. The continually increasing number of elderly residents led to the opening of the Manning Senior Citizens Centre in 1983. This centre was extended in 1990. Karawara Hall, originally built in 1977, was extended in 1991. Further additions and refurbishment were undertaken at the Walter Murdoch Library in 1994 and at the old Municipal Offices in Mill Point Road in 1992. The offices, still the property of the City of South Perth, were rededicated as 'South Perth Heritage House', the home of the City's Local Studies Collection.

In 1988, the South Perth community received a second War Memorial which was erected at the South Perth Civic Centre on the corner of Sandgate Street and

South Terrace, as part of a bicentennial project. Set in landscaped gardens, known as 'Memorial Gardens', the monument recognises the involvement of Australia in the Vietnam War.



South Perth Civic Centre War Memorial dedication ceremony, 1988.
(Picture South Perth Photograph Collection)

In relation to community efforts, the hard work of the South Perth Historical Society must be acknowledged for their publication of an excellent historical reference book. In 2002 this group published '*South Perth: The Vanishing Village*'. Editors Phillip Pendall and Kerry Davey, both President and Past President of the Society, played a vital role in compiling this interesting and informative story of a way of life that has disappeared from the City of South Perth.

5. Outside Influences

The heritage value of the Old Mill was formally recognised when responsibility for its care was taken on by the National Trust as well as the listing of the Mill on the State Register by the Heritage Council of Western Australia. A similar exercise occurred with the Pagoda Ballroom which has been retained as part of a new short-stay accommodation development. By 2015, sixteen of the City's heritage places had been included on the State Register of Heritage Places, an indication of the increasing support given to those places which people want to see preserved for future generations.

The City of South Perth has had a unique development history which has set it apart from other inner urban local governments. In 1992, the City celebrated 100 years of involvement in local government, giving people an occasion for reflection on the area's long and rich history. This Local Heritage Inventory is an opportunity to take up the story, and document some of the places and sites which make up the historic City of South Perth.

Local Heritage Inventories

THEMES, SUB-THEMES AND SITE TYPES

This section of the Inventory describes themes, sub-themes and site types, prepared by the Heritage Council of Western Australia for use in Local Heritage Inventories. These can be used to assist communities to identify those places which they consider may have heritage significance in their district.

1. Demographic settlement and mobility

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

SUB-THEME	SITE TYPE
Exploration and surveying	<ul style="list-style-type: none"> • Landing places of early explorers • Exploration routes • Camp sites and graves of explorers
Aboriginal occupation/racial contact	<ul style="list-style-type: none"> • Meeting sites, other sites of significance
Land allocation and subdivision	<ul style="list-style-type: none"> • Areas reflecting early land grant and subdivision patterns
Workers (Aboriginal, convict, indentured)	<ul style="list-style-type: none"> • Early settlements and stations • Convict hiring stations, prisons, worker housing
Settlements (including group, soldier, Aboriginal after 1829)	<ul style="list-style-type: none"> • Sites associated with government or corporate ventures and schemes; • Abandoned settlements, their sites and remnants, including gardens, introduced trees and other plants; • Lonely graves and cemeteries
Immigration, emigration and refugees	<ul style="list-style-type: none"> • Sites associated with particular immigrant groups, quarantine/custom stations (human and animal) • Migrant camps, detention camps
Resource exploitation and depletion	<ul style="list-style-type: none"> • Mine and processing sites
Depression and boom	<ul style="list-style-type: none"> • Sites of successful and failed enterprises
Technology and technological change	<ul style="list-style-type: none"> • Places demonstrating important building styles and phases
Environmental change (degradation and conservation)	<ul style="list-style-type: none"> • Sites associated with drought and rehabilitation

*Themes, sub-themes and site types (cont'd)***2. Transport and communications***How people and goods moved;**How people communicated and exchanged information*

SUB-THEME	SITE TYPE
River and sea transport	<ul style="list-style-type: none"> Wreck sites, rescue sites, shipyards, jetties and wharfs, lighthouses, beacons
Road transport	<ul style="list-style-type: none"> Roads, bridges, service stations, tracks and trails, inns and coach stops.
Rail and light rail transport	<ul style="list-style-type: none"> Stations and sidings Rights of way and cuttings Fuel and watering points Workshops, bridges, signal boxes
Droving	<ul style="list-style-type: none"> Stock and watering holes
Mail services	<ul style="list-style-type: none"> Post offices, hollow trees and sites associated with mail services, formal and informal
Newspapers	<ul style="list-style-type: none"> Printing works, news stands
Telecommunications	<ul style="list-style-type: none"> Cable stations, telegraph stations radio, television, radar transmitter/receiver facilities Telephone exchanges, RFDS bases
Technology and technological change	<ul style="list-style-type: none"> Sites demonstrating innovation, technological excellence or adaptations to local conditions
Air transport	<ul style="list-style-type: none"> Airstrips, terminals, hangars

*Themes, sub-themes and site types (cont'd)***3. Occupations**

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

SUB-THEME	SITE TYPE
Grazing, pastoralism, dairying	<ul style="list-style-type: none"> • Homesteads, shearing sheds • Stockmen's and shearers' quarters • Outcamps, stockyards • Stock routes and watering holes • Dairies, milk processing plants • Places demonstrating the contributions of Aboriginal people
Rural industries, market gardens, and small animal farming	<ul style="list-style-type: none"> • Gardens, packing sheds, cellars and other storage facilities, trees from old orchards, barns, wheat bins, mills
Timber	<ul style="list-style-type: none"> • Forest camps, towns, mills
Prospecting, mining, quarrying and mineral processing	<ul style="list-style-type: none"> • Mining and quarrying sites, clay pits, lime kilns, brick kilns
Domestic activities	<ul style="list-style-type: none"> • Places demonstrating the contributions of women and children • Places demonstrating the conditions under which people worked
Intellectual activities, arts and crafts	<ul style="list-style-type: none"> • Places with indigenous building styles • Places demonstrating important building styles and phases • Galleries, studios and workshops
Commercial and service industries	<ul style="list-style-type: none"> • Banks, markets, shops
Technology and technological change	<ul style="list-style-type: none"> • Sites demonstrating innovative use of local materials • Places demonstrating, or associated with, important technological developments
Commercial and service industries	<ul style="list-style-type: none"> • Banks, markets, shops, insurance
Manufacturing and processing	<ul style="list-style-type: none"> • Factories, abattoirs
Hospitality industries and tourism	<ul style="list-style-type: none"> • Hotels, theme parks, tearooms

*Themes, sub-themes and site types (cont'd)***4. Community Efforts:***What people did together as a community;**The issues that divided them;**The structures they created to serve civic needs*

SUB-THEME	SITE TYPE
Government, local government and politics	<ul style="list-style-type: none"> • Town and roads board halls • Government departments
Education and science	<ul style="list-style-type: none"> • Schools, colleges, universities, research stations
Law and order	<ul style="list-style-type: none"> • Police stations, courts, prisons and internment camps
Community services and utilities	<ul style="list-style-type: none"> • Fire stations, cemeteries, hospitals and nursing stations, RFDS • Water supply (dams, catchments pump-houses, pipelines) • Electricity (generating stations, transformer and switchyards, public lighting) • Gas (gasometers, pipelines, public lighting) • Sewerage and drainage (drains, pipelines, treatment plants)
Sport, recreation and entertainment	<ul style="list-style-type: none"> • Swimming pools, sporting grounds • Community halls, hotels, taverns, cinemas, sporting clubhouses, bowling greens, golf courses, racing tracks
Religion	<ul style="list-style-type: none"> • Religious establishments, places of worship, schools and convents
Cultural activities	<ul style="list-style-type: none"> • Theatres/halls, art galleries, museums
Institutions	<ul style="list-style-type: none"> • RSL, masonic and other group halls, orphanages, hostels, CWA halls, hostels
Environmental awareness	<ul style="list-style-type: none"> • Communes, alternative farms

*Themes, sub-themes and site types (cont'd)***5. Outside influences**

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

SUB-THEME	SITE TYPE
World Wars and other wars	<ul style="list-style-type: none"> • Barracks, prison and internment camps, camp sites, military communications sites, munition dumps and factories, war memorials, memorial gardens, cemeteries, drill halls
Refugees	<ul style="list-style-type: none"> • Refugee camps
Depression and boom	<ul style="list-style-type: none"> • Sites reflecting boom times • Sites reflecting depression times • Sites associated with employment schemes
Natural disasters	<ul style="list-style-type: none"> • Sites demonstrating or commemorating the effects of cyclones, floods
Markets	
Tourism	
Water, power and major transport routes	<ul style="list-style-type: none"> • Pipelines, power lines • National road and rail routes

*Themes, sub-themes and site types (cont'd)***6. People**

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

SUB-THEME	SITE TYPE
Aboriginal people (before and after 1829)	
Early settlers	
Local heroes and battlers	<ul style="list-style-type: none"> • Homes or workplaces of notable long term residents • Sites associated with people who became famous (or infamous) beyond the community • Sites associated with infamy
Innovators	

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CITY OF SOUTH PERTH THEMATIC FRAMEWORK MATRIX

PERIOD: THEME / SUB-THEME:	ABORIGINAL OCCUPATION PRIOR TO EUROPEAN SETTLEMENT	1829 – 1849 SPORADIC DEVELOPMENT	1850 – 1892 GROWING CONFIDENCE	1893 – 1918 FERRIES, JETTIES AND MONKEYS	1919 – 1945 RAPID GROWTH, FOLLOWED BY WAR	1946 – 1979 POST-WAR STABILITY	1980 – 2015 FUTURE DIRECTIONS
1. DEMOGRAPHIC SETTLEMENT AND MOBILITY <ul style="list-style-type: none"> Why people settled Why they moved away The things they left behind Sub-theme(s)		1833 first land grants; 1834-37 Peninsula surveyed as village; development along Suburban Road; development in South Perth limited owing to isolation from Causeway and Perth Town; some settlement in eastern South Perth; South Perth not officially named, referred to as Perth Suburban.	Convicts and Pensioner Guards; Pensioner Guards' lots along Melville Water, Como - failure - abolished 1959; Perth Water foreshore developed; 1858 map shows name officially as South Perth; 1880s property development boom on peninsula in South Perth.	1898 boundary changes; South Perth Road Board; Como Beach popular – 1905 subdivision survey of Como; 1911 Como Beach officially declared; 1901 pop 796; 1902 South Perth Municipality; South Perth still rural; houses built along South Perth Esplanade substantial; large land allocation for Zoo.	1922 South Perth becomes Road Board District again; Post WWI - brick homes preferred over timber; 1926 gas mains reach South Perth; 1936 deep sewerage; 1945 Hurlingham subdivision.	1955 boundaries of South Perth changed to include Mt Henry and Salter Point; 1959 South Perth becomes a City; 1960s and 1970s redevelopment – many old buildings demolished e.g. Haddon Hall 1976; many proposals for foreshore - residents disagree.	Increased population in South Perth district owing to urban infill and high density housing: 1990s pop. approx 34,500; 2013 population 46,113; 1996 Homeswest began discussions with City for major withdrawal from Karawara to enable sale of land for private housing; City of South Perth popular for its proximity to Perth; development of Windsor Park; 2013 approval of Town Planning Scheme Amendment for South Perth Station Precinct to facilitate intensive redevelopment.
2. TRANSPORT AND COMMUNICATIONS <ul style="list-style-type: none"> How people and goods moved How people communicated and exchanged information Sub-theme(s)		1833 first ferry driven by horse; private boats essential; 1934 Government controls ferry operation; 1843 Causeway has impact on ferries; Canning Bridge; Suburban Road; tracks; horse and light carts.	Mends Street jetty; horse and buggy; bicycle; 1849 Canning Bridge; 1867 new Causeway and new Canning Bridge; 1873 Manning Road gazetted; market garden produce transported by barge; no telegraph line or properly sealed roads; 1892 Canning Bridge raised.	1890s horse-drawn bus service over Causeway; 1894 Mends St jetty; 1896 Coode St jetty; 1897 regular ferry service; 1998 Mends St jetty improved - ferry travel to Zoo; temp Post Office in hotel; 1900 Suburban Road Post Office; car speed limit 8 mph; 1908 3rd Canning Bridge; 1910 Fire Station; telephone service; 1903 ferry from Coode St.	1922 trams; cars, buses and trucks increase; 1937 Fremantle Road renamed Canning Highway; 1938 fourth model of Canning Bridge; roads improve.	1946 establishment of South Perth Community News; 1947 Suburban Road renamed Mill Point Road; 1949 Coode Street ferry closed for first time; 1950 tram ceases; 1952 new Causeway completed; 1959 Narrows Bridge and Kwinana Freeway; automation of telephone system.	Ferry continues to be important link to central Perth; Narrows Bridge duplicated, Mt Henry Bridge expanded; Perth to Mandurah railway - improves people's movements heading north-south; speed limit increased on Freeway – maximum 100 kmh; fax, mobile phones; South Perth Station Precinct designed to support a future train station at South Perth.
3. OCCUPATIONS <ul style="list-style-type: none"> What people did for sustenance or to add quality to life; paid and unpaid labour Sub-theme(s)		Wind powered flour mill; timber cutting for fences, firewood; fishing; poor land quality limits agricultural development.	1850s development on Perth Water - market gardens, dairies, orchards, vineyard; 1859 Mill ceases operation; conversion of Mill to hotel; growth of commercial fishing.	1898 Perth Zoo established; 1905 private power station, 1914 taken over by Municipality; 1890s Chinese market gardens; hotel, tearooms, grocer, butcher etc in Mends Street; dairying important - local and Perth-wide; piggeries.	1919 Weaver and Lock cool drink factory; 1926 Gaiety Picture Theatre; 1930 Hurlingham Hotel; 1933 Hurlingham Picture Theatre; 1938 Como Picture Theatre; 1939 Como Hotel; 1940s Pagoda Ballroom.	1961 Gaiety Theatre closes; Freeway Hotel starts succession of a number of small hotels built owing to proximity to Perth.	Mends Street shopping centre dynamic – many new shops and restaurants; Windsor Hotel still popular; Karawara centre (Waterford Plaza) expanded; South Perth Station Precinct created as a major future employment centre; Canning Bridge Precinct planning initiated; Technology Park expanded into Kensington.
4. COMMUNITY EFFORTS <ul style="list-style-type: none"> What people did together as a community; the issues that divided them; the structures they created to serve civic needs Sub-theme(s)		1834 'Raid on the Mill' by Aboriginal group; no community development owing to isolation from Perth.	1860 first church and school; protests by petition – residents desiring independent Local Govt; 1892 South Perth Road Board established - meeting either in private homes or in old Wesley Chapel - used as public meeting place; recreation includes fishing, picnics, boating.	Musical concerts in Zoo; Zoo oval – cricket matches, tennis, camping, picnics. Small train, mineral baths; Churches; State Schools; Police Station; Council Offices; Mechanics Institute used as private school; Kensington Race Course; Local Health Board; Pen Hall; 1901 Clontarf Boys Home; Royal Perth Golf Club.	1932 new Saint Mary's Church; Kensington Race Track converted to Hurlingham Polo Ground; Wesley College established; 1926 Kensington State School; 1932 Infant Health Clinic; 1936 Canning Bridge School; 1937 Saint Columba's Church; 1939 Aquinas College; recreation - movie pictures at hall; sailing; Como declared public beach.	1959 South Perth Civic Centre, Council Office, library built in Sandgate Street; 1959 Ngala Mother-craft Home; old offices leased out to medical services; 1948 Collier School established; 1951 Manning School; 1952 South Perth Methodist Ladies College; 1953 South Kensington School; 1956 South Perth Community Hospital; 1957 Koonawarra School; 1960 South Perth City Council Hall; services for aged; 1962 Methodist Church; Manning Library.	1992 Local Studies Collection in South Perth Heritage House – relocated to South Perth Library in 2002 as part of massive Civic Centre expansions; 1992 centenary of local government; Sir James Mitchell Park improved and used for big occasions (caravan show, sky show); recreation – popular 'Round the Bridges' walk, run, bike or rollerblade; South Perth Historical Society strengthens with increased awareness of history and heritage.
5. OUTSIDE INFLUENCES <ul style="list-style-type: none"> Events, decisions or changes which affected the community but were beyond its control Sub-theme(s)		Colonial government arranges surveying - village survey and large land grants limit settlement.	Decision to introduce convicts to help struggling colony; South Perth commonage - 1700 acres common pasture ground; 1862 floods destroy Causeway; 1871 Local Govt Act - most of South Perth in City of Perth area; controversial decision to build railway on north side of river; 1892 South Perth Road Board.	Gold boom in WA increased population - boom economy, real estate increases – eastern states investors; depression in eastern states; railway controversy involves many people throughout Perth and South Perth; Federation; WWI.	Depression; WWII - shortage of building supplies and petrol rationing; Wars lead to Memorials and RSL.	War Service Homes built on standard plans, basic materials for returned Service people; technical advancement in hospitals, traffic systems, communication; 1951 South Perth electricity service taken over by State.	State Government encourages high density living; by 2015, sixteen local heritage places recognised on State Register of Heritage Places.