

91 CANNING HIGHWAY, EAST FREMANTLE

Heritage Assessment



June 2011

by



For

Rob Turner

Cover Illustration: 91 Canning Highway, by Hocking Heritage Studio

COPYRIGHT

91 Canning Highway East Fremantle Heritage Assessment is copyright to the owner, Robert Turner and Hocking Planning & Architecture Pty Ltd t/a Hocking Heritage Studio. This report cannot be reproduced, in whole or in part, for any purposes apart from those permitted under the Copyright Act or use for professional or financial benefit by other professional consultants and / or building trade contractors without prior approval of the owners and Hocking Heritage Studio.

HHS Job No. 2011-22

EXECUTIVE SUMMARY

BACKGROUND

The owner of the property at 91 Canning Highway, East Fremantle has requested Hocking Heritage Studio to prepare a heritage assessment of the site and buildings in order to inform any future development proposals.

For convenience the place will be referred to in this report as *Garage (fmr), 91 Canning Highway*.

LOCATION AND STUDY AREA

Garage (fmr), 91 Canning Highway are situated at the intersection of the Canning Highway and Stirling Highway, on an island site bordered by Sewell Street to the west, Canning Highway to the north, Stirling Highway to the east and St Peters Road to the south.

OWNERS

Garage (fmr) 91 Canning Highway - Mr R Turner,

CURRENT HERITAGE STATUS

Garage (fmr), 91 Canning Highway (1926; 1929; 1955; 1963; 1965; 2002)

Register of Heritage Places	Interim Entry	-----
	Permanent Entry	-----
National Trust Classification	-----	-----
Town Planning Scheme	TPS No.3 – Local Planning Strategy	June 2003
Municipal Inventory	Category B-	2006
Heritage List	-----	-----
Register of the National Estate	-----	-----
Heritage Agreement	-----	-----

STATEMENTS OF SIGNIFICANCE

Garage (fmr), 91 Canning Highway a single storey brick, iron and asbestos commercial property originally built in 1926 added to in 1929 and remodelled in 1963 has cultural heritage significance for the following reasons;

The place has value as an example of the provision of service stations throughout Western Australia in the 1920s to serve the increasing number of automobiles present in the community,

Garage (fmr), 91 Canning Highway has value to the community as a demonstration of former practices in the provision of fuel and motor mechanical services. The layout of the building in relation to the road is an example of former practices, and;

Together with the adjacent residence the two buildings contribute to the Town of East Fremantle's sense of place as they have been present on the site together since the mid 1920s. Particularly since the construction of the Stirling Bridge they have retained some of the former identity and streetscape of this portion of Canning Highway.

The additions to the rear of the garage in an assortment of materials have no cultural heritage significance.

CONTENTS

EXECUTIVE SUMMARY	3
BACKGROUND	3
LOCATION AND STUDY AREA.....	3
OWNERS.....	3
CURRENT HERITAGE STATUS.....	3
STATEMENTS OF SIGNIFICANCE	4
CONTENTS	5
FIGURES.....	6
1.0 SUPPORTING EVIDENCE.....	8
1.1. DOCUMENTARY EVIDENCE.....	8
1.1.1. Development of East Fremantle.....	8
1.1.2. Former Garage, 91 Canning Highway (lot 419)	13
1.1.3. Sequence of aerial Photographs	17
1.1.4. Current Use	19
1.2 PHYSICAL EVIDENCE	20
1.3 COMPARATIVE EVIDENCE.....	26
1.3.1 Summary.....	27
2.0 ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE	28
2.1 AESTHETIC VALUE	28
2.2 HISTORIC VALUE.....	28
2.3 SCIENTIFIC VALUE	28
2.4 SOCIAL VALUE	28
2.5 RARITY	29
2.6 REPRESENTATIVENESS.....	29
2.7 CONDITION	29
2.8 INTEGRITY	29
2.9 AUTHENTICITY.....	29
3.0 STATEMENTS OF SIGNIFICANCE.....	30

FIGURES

FIGURE 1	VIEW FROM CANTONMENT HILL c.1904. COURTESY FREMANTLE LOCAL HISTORY LIBRARY. IMAGE 1835.	9
FIGURE 2	LAYING OF TRAM LINES CORNER OF EAST STREET AND CANNING HIGHWAY, 1904. COURTESY FREMANTLE LOCAL HISTORY LIBRARY. IMAGE 1062A.....	9
FIGURE 3	VIEW OF CIVIC BUILDINGS, CANNING HIGHWAY EAST FREMANTLE c.1906. COURTESY FREMANTLE LOCAL HISTORY LIBRARY. IMAGE 4680A.	10
FIGURE 4	LOOKING EAST ON CANNING HIGHWAY, 1910. COURTESY FREMANTLE LOCAL HISTORY LIBRARY. IMAGE 1213B.	10
FIGURE 5	1950 SEWERAGE PLAN, COURTESY CITY OF FREMANTLE LOCAL HISTORY LIBRARY.	11
FIGURE 6	VIEW OF ST PETERS CHURCH AND 91 93, COURTESY STATE LIBRARY ONLINE IMAGE 133976PD.....	12
FIGURE 7	PHOTOGRAPH OF 91 AND 93 CANNING HIGHWAY SHOWING THE EXTENT OF THE ORIGINAL VERANDAHS. 1951. COURTESY STATE LIBRARY, IMAGE 234865D.	13
FIGURE 8	PHOTOGRAPH OF HARTS GARAGE, 1951. COURTESY STATE LIBRARY, IMAGE 234866PD.	14
FIGURE 9	PHOTOGRAPH OF HARTS GARAGE, 1952. COURTESY STATE LIBRARY, IMAGE 8292B-27167-1.	14
FIGURE 10	PHOTOGRAPH OF HARTS GARAGE, 1955. COURTESY STATE LIBRARY, IMAGE 8292B-27167-1.	15
FIGURE 11	AERIAL PHOTOGRAPH 1953. COURTESY LANDGATE.....	17
FIGURE 12	AERIAL PHOTOGRAPH 1965. COURTESY LANDGATE.....	17
FIGURE 13	AERIAL PHOTOGRAPH 1974. COURTESY LANDGATE.....	18
FIGURE 14	AERIAL PHOTOGRAPH 1985. COURTESY LANDGATE.....	18
FIGURE 15	GARAGE (FMR), 91 CANNING HIGHWAY.....	20
FIGURE 16	SHOP FRONT OF FORMER GARAGE, 91 CANNING HIGHWAY.....	21
FIGURE 17	WEST ELEVATIONS, 91 CANNING HIGHWAY.....	21
FIGURE 18	SOUTH ELEVATIONS, 91 CANNING HIGHWAY	22
FIGURE 19	THE VARIOUS FORMS OF THE EAST ELEVATION, 91 CANNING HIGHWAY	22
FIGURE 20	PATCHED REPAIRS ON EAST ELEVATION, 91 CANNING HIGHWAY	23
FIGURE 21	POOR CONDITION OF MATERIALS, 91 CANNING HIGHWAY	23

FIGURE 22	RUSTED ROOFS AND PATCHED ELEVATIONS AND DOORS, 91 CANNING HIGHWAY	24
FIGURE 23	FAILING BRICKWORK AND PARCHED ROOFS, 91 CANNING HIGHWAY	24
FIGURE 24	OFFICE SPACE, 91 CANNING HIGHWAY.....	25
FIGURE 25	WAREHOUSE AND AMENITY SPACE, 91 CANNING HIGHWAY.....	25

1.0 SUPPORTING EVIDENCE

1.1. DOCUMENTARY EVIDENCE

1.1.1. Development of East Fremantle

The property at 91 Canning Highway East Fremantle is located within the portion of East Fremantle which was originally designated as 'Plympton' within the City of Fremantle. In the 19th century the area was predominantly a residential area for workers and their families who worked in Fremantle.

In 1897, the Town of East Fremantle was established following its separation from the City of Fremantle. Development of the greater Perth metropolitan area was accelerated at this time by the discoveries of gold in the east of the state. Many of the suburbs of Perth were subdivided at this time and established their future patterns of development.

Much of the land in the Plympton area was owned by the Pearse family and they were responsible for its subdivision and development in the 1880s and 1890s. The Pearses' built a reservoir and laid connection pipes and many of the streets were named after family members; including George, Sewell, Glyde, Hamilton and Hubble.¹

A large landholder in East Fremantle was William D Moore. His home 'Woodside' (now Woodside Hospital in Dalgety Street) was the centre of a large farming estate that occupied much of the current suburb of Palmyra.

The mood of optimism which led to the establishment of East Fremantle was in part a result of the ongoing work offered in Fremantle at the railway workshops and the construction of the Fremantle harbour. With the relocation of the railway workshops to Midland in 1900 the development in East Fremantle slowed. By 1901 the population of East Fremantle was 2494.²

The river was still a major source of transport in the early 20th century with many boatsheds and boat building yards along the foreshore. A tram service was provided along Canning Highway in 1905.³

¹ Town of East Fremantle, Heritage Survey 2006 (Municipal Heritage Inventory), Places Index, Management Categories; Heritage Areas; Architectural Overview; unpublished report, p. 6.

² Ibid., p. 7.

³ Ibid., p. 7.



Figure 1 View from Cantonment Hill c.1904. Courtesy Fremantle Local History Library. Image 1835.



Figure 2 Laying of tram lines corner of East Street and Canning Highway, 1904. Courtesy Fremantle Local History Library. Image 1062A.



Figure 3 View of Civic buildings, Canning Highway East Fremantle c.1906. Courtesy Fremantle Local History Library. Image 4680A.

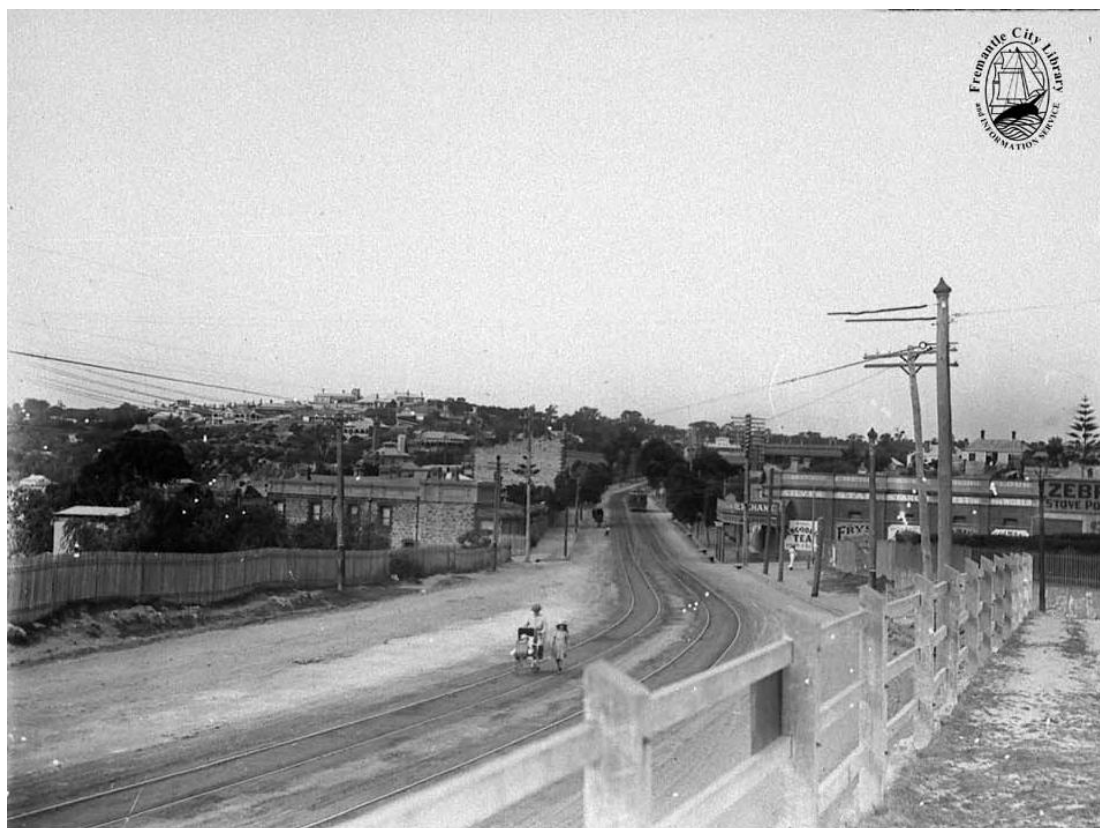


Figure 4 Looking East on Canning Highway, 1910. Courtesy Fremantle Local History Library. Image 1213B.

Throughout the 20th century the area steadily grew with significant development occurring in the 1920s following the subdivision of William Moore landholding and in the inter war period the State Housing Commission constructed many homes in the southern suburbs of East Fremantle. Those areas not developed by the 1950s were quickly taken up in the post war period of population growth and economic expansion.

In the 1970s some significant projects affected the Town of East Fremantle. The construction of high rise flats in East Fremantle was a major departure from the existing building stock. The completion of the Stirling Bridge in 1974 and its extension through to High Street in 1985 divided the southern areas of East Fremantle and led to the demolition of many buildings.⁴ Of note to this report was the demolition of St Peter's Church and the adjacent property on the corner of Canning Highway and King Street.

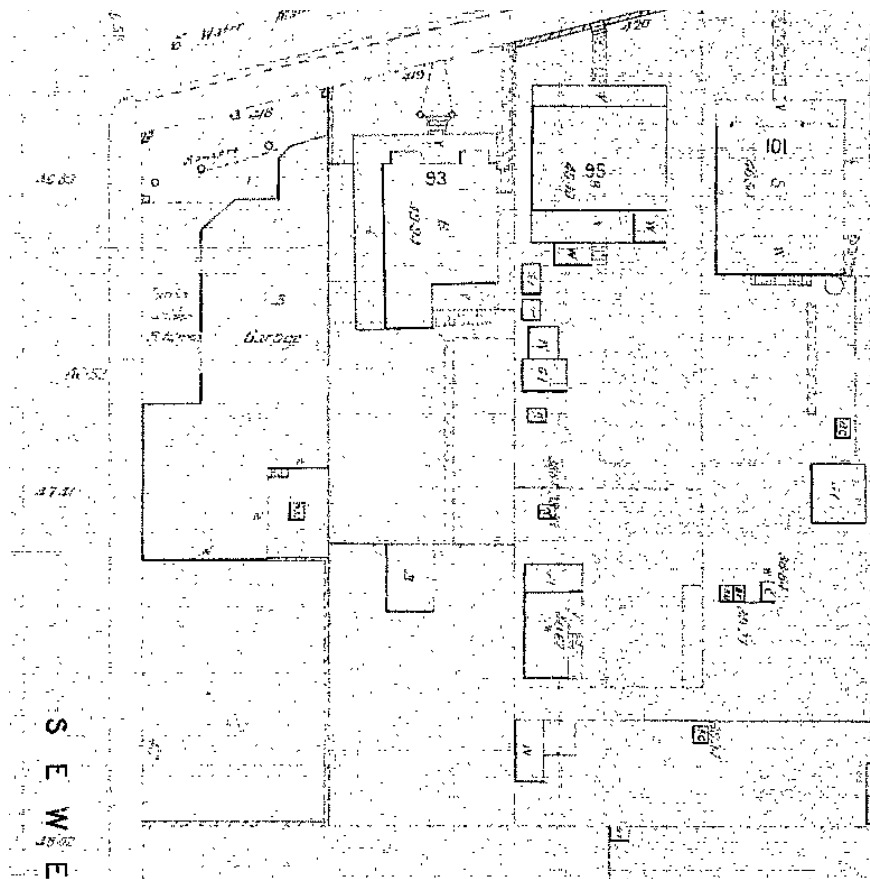


Figure 5 1950 Sewerage Plan, Courtesy City of Fremantle Local History Library.

⁴ 'Stirling Highway', Wikipedia website, http://en.wikipedia.org/wiki/Stirling_Highway accessed 2 June 2011.



State Library of Western Australia

Figure 6 View of St Peters church and 91 93, Courtesy State Library online image 133976PD.

1.1.2. Former Garage, 91 Canning Highway (lot 419)

The building at 91 Canning Highway was originally constructed in 1926 as a garage. The first manager of the premises was John Hart and the business was promoted as 'Harts Garage'. The construction of garages in this period is consistent with the growth of the use of automobiles in the Perth community.

Plans held at the Town of East Fremantle dated 1929 show the additions to an existing garage. These plans show that the shop front and additional workshops were added to the original garage which consisted of a simple shed structure. This indicates that the form of the garage as seen at Figure 5, Figure 7, Figure 8, Figure 9, and Figure 10 is not the original form.

The additions in 1929 were prepared for John Hart and the architect or designer is not shown on the plan.



Figure 7 Photograph of 91 and 93 Canning Highway showing the extent of the original verandahs. 1951. Courtesy State Library, image 234865D.



Figure 8 Photograph of Harts Garage, 1951. Courtesy State Library, image 234866PD.



Figure 9 Photograph of Harts Garage, 1952. Courtesy State Library, image 8292B-27167-1.



Figure 10 Photograph of Harts Garage, 1955. Courtesy State Library, image 8292B-27167-1.

A garage which had a mechanics service with the provision of petrol was the usual practice in the 1920s and 1930s. The location of Harts Garage on Canning Highway was a logical choice as it has always been a major arterial road. Canning Road was formally renamed 'Canning Highway' in 1937.⁵

The construction of Harts Garage is a demonstration of the development of the oil industry in Western Australia. A history of the Shell Company describes how the provision of petrol throughout Australia was revolutionised.

In 1925, the most revolutionary step ever taken in the history of oil marketing in Australia was when Shell began its conversion to bulk trading. Storage facilities were constructed across the country and land was bought for a string of country depots. Rail sidings and tanks were built to allow main country depots to convert to bulk handling, with motor trucks delivering product locally.

.....

Shell sold on quality and the wide availability of product and, in an almost overnight move during November 1926, installed hundreds of company-owned kerbside pumps and leased them to dealers for a low deposit and rental. The planning for the move, one of Shell's many 'firsts', was cloaked in secrecy.

In 1902, the total Australian consumption of the principal petroleum product, kerosene, was 1.4 million gallons. In just 21 years the figure rose to 99 million gallons and included motor spirit, crude oil and lubricating oils. By 1926, it more than doubled to 210 million gallons.⁶

⁵ 'Canning Highway', Wikipedia website, http://en.wikipedia.org/wiki/Canning_Highway, accessed June 2011.

⁶ Shell Australia Limited ...from kero tins to LNG tankers, document from website, http://www-static.shell.com/static/aus/downloads/corporate_identity/shell_100_years.pdf 2001, p. 13.

The construction of Harts Garage in 1926 and its expansion to a service station in 1929 was likely to have been a result of the swift adoption of the motor car for private use.

Harts Garage occupied the site until at least 1949 when the readily available records cease.

After 1949 the occupation of this property has not been determined definitively however a record of occupancy held in the archives of the town of East Fremantle shows that occupants up to the 1970s were predominantly to do with the automotive industry.

A brick and asbestos shop was built at the rear of the property in 1955 and this was occupied by a TAB for a period of time.⁷

In 1963, the forecourt and shop of the garage underwent major remodelling. The original shop front and canopy were removed and a new front façade was constructed.⁸ In 1965, the pump islands were relocated and the apron of the garage was altered to allow access through the adjacent property at 93 Canning Highway.

In the 1980s the property appears to have been split into two tenancies. The front tenancy was frequently related to automobiles including, Fremantle Brake and Clutch and Instant Windscreens. The rear was occupied by Colorgraphics, then by Australian graphics from 1988.⁹

In 2002, new hoarding was installed on the front canopy.¹⁰ This appears to have been only a cosmetic change with no structural change to the canopy.

⁷ Plans held by the town of East Fremantle, builder L. Stewart.

⁸ Plans held by the Town of East Fremantle, no file number or Development application number.

⁹ Planning application 216/2001, Town of East Fremantle archives.

¹⁰ Planning application 44/2002, Town of East Fremantle archives.

1.1.3. Sequence of aerial Photographs

The following aerial photographs provide some indication of the development of the subject site and the adjacent properties. Of particular note is the construction of the Stirling Bridge and the impact on the properties adjacent.



Figure 11 Aerial photograph 1953. Courtesy Landgate.

In 1953, it can be seen that the properties conformed in layout to the 1950 sewerage plan. The two buildings are separated and it appears that the verandah is still present on the west side of the residence.

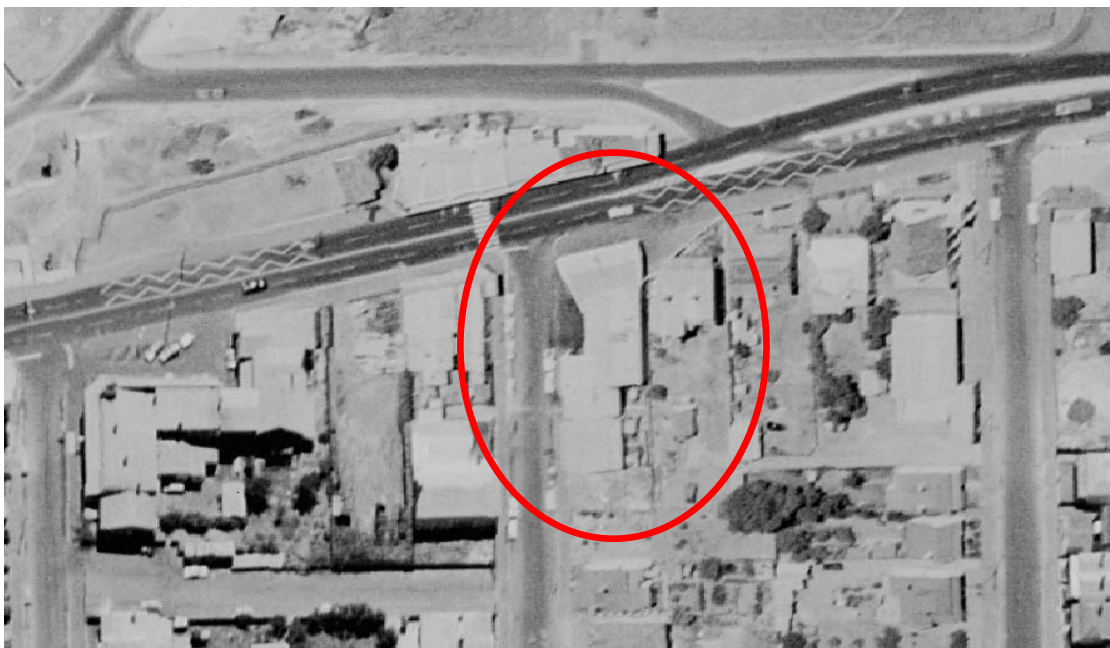


Figure 12 Aerial photograph 1965. Courtesy Landgate.

By 1965 the awning over the apron of the service station has been altered and the entry to the station encroaches on the front yard of the residence.



Figure 13 Aerial photograph 1974. Courtesy Landgate.

With the construction of the Stirling Bridge and the associated on ramps the three buildings to the east of the subject site were demolished. The space between the two buildings on the site has been enclosed probably removing the original verandah.



Figure 14 Aerial photograph 1985. Courtesy Landgate.

The buildings have not changed considerably since the 1970s apart from the rear of the residence which has now been paved.

1.1.4. Current Use

The buildings have not changed markedly since the 1980s. The garage is no longer used as a service station and the original brick pillars have been removed although it has not been determined when this occurred. 93 Canning Highway is currently used as offices by and 91 Canning Highway is used as the premises for a t shirt printing business.

1.2 PHYSICAL EVIDENCE

91 Canning Highway

The *Garage (fmr)*, 91 Canning Highway as it presents to Canning Highway is a much altered structure from its original construction.



Figure 15 Garage (fmr), 91 Canning Highway

The place, as seen in figures 7-10 above, had a prominent rendered brick canopy with deep moulded fascia incorporating the name of the garage. The forecourt was open to both Canning Highway and Sewell Road with the canopy being a regular rectangular shape. The shop front was 'L' shaped with an angled shop window and a chamfered edge to the north-west corner.

The front elevation of the garage and the canopy/forecourt area underwent works of alteration in the 1960s which saw a remodelling of both elements into the current form. The rendered brick canopy was removed and a new canopy constructed which was larger and wider, with an angled edge to the western side. The distinctive 'L' shaped shop front was reshaped to create a flatter elevation. The window dimensions were enlarged and the entrance door moved. Additional doors were inserted into the chamfered north-west corner. The petrol pumps have subsequently been removed to create an open parking area and has been resurfaced with pre-cast concrete pavers. Much of the original fabric and architectural detailing which gave the garage its distinctive aesthetic qualities has been lost.



Figure 16 Shop front of former garage, 91 Canning Highway

The original garage comprised of the brick section that can be seen to the front of the site and a further brick section to the western side along Sewell Street. Through a process of additions the original buildings have been substantially added to in an 'ad hoc' patchwork manner using a range of materials and creating a varied roof line and building form that also takes into account the change in land level towards the rear of the site.

The west elevation is of brick construction. The wall contains remnants of a sculptured parapet wall with a low pitched roof behind. The rear section was originally a separate shop, the window and door openings still punctuate the elevation but the window has been covered with Kliplok cladding with a metal door and a metal roller shutter to the south.



Figure 17 West elevations, 91 Canning Highway

The south elevation is predominantly of brick construction together with fibro panel cladding and two storage containers have been placed at the rear of the main accommodation.



Figure 18 South elevations, 91 Canning Highway

The east elevation clearly demonstrates the accretions that have been added in an ad hoc manner over the years and do not contribute any aesthetic value to the building. Whilst the building form presents as a series of lean-to type additions, the elevations consist of a patchwork of materials, layered over each other and taking no account of the original materials or construction methods. The site slopes away from the front of the building and at this juncture the change in levels is clearly illustrated with a timber staircase leading down to a sunken yard which is full of plant and machinery. The ground level of the building is marked by the row of red bricks on top of the limestone plinth.



Figure 19 The various forms of the east elevation, 91 Canning Highway

Condition

The condition of the building is poor to fair. Much of the brickwork is painted so the condition of the bricks could not be ascertained but there are numerous cracks along the joints and a number of the bricks appear to be pushing forward which could create an unstable wall. The roof of the front section of the former garage and the canopy could not be inspected due to lack of accessibility but all other visible roof surfaces are showing signs of rust and decay. The CGI panels to the elevations are rusting and beginning to come loose. The fibro cladding additions are also showing signs of age and deterioration. The lean-to additions along the eastern side of the building demonstrate low basic construction methods and daylight is visible through many of the joints. The patchwork method of repairs overlaying different materials on top of original materials does not treat the cause of any issue, rather is just a superficial remedy which can potentially exacerbate problems.

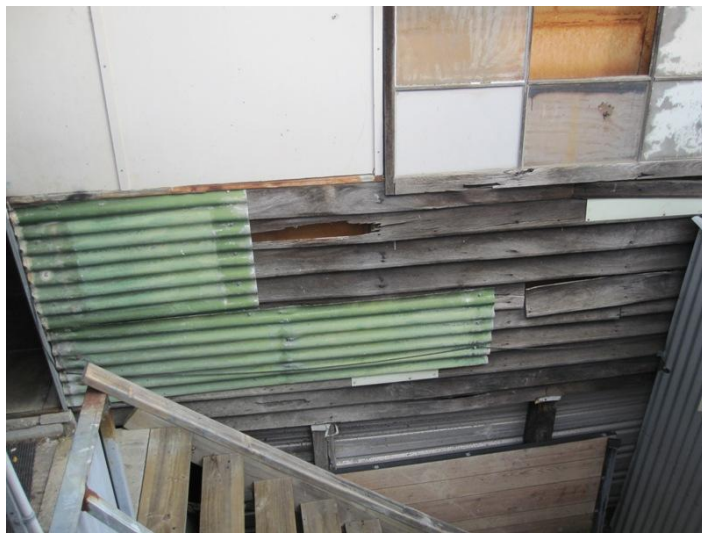


Figure 20 Patched repairs on east elevation, 91 Canning Highway



Figure 21 Poor condition of materials, 91 Canning Highway



Figure 22 Rusted roofs and patched elevations and doors, 91 Canning Highway



Figure 23 Failing brickwork and patched roofs, 91 Canning Highway

Interior

Internally, the warehouse is a series of interconnecting open spaces with a main showroom to the front of the property, utility areas to the rear with the production and storage areas in the central sections of the building. A basement is accessed from the front section of the building but was not inspected for the purposes of this report.

With the exception of the sliding doors along the western side of the building, there is very little remaining evidence of the garage use and presents as a general warehouse area with no distinctive features.

To the main spaces, the walls are unlined brick or fibro panel walls and floors are either concrete or timber. The main production space which forms part of the original garage is open to the roof. The trusses are supported on brick pilasters with fluorescent lights suspended from the beams. The corrugated iron roof sheets are rusted to the underside especially around the roof battens. Skylights allow a small amount of natural light to come

through the roof space. Extraction tubes are strung all through the roof trusses and attached to flues in the roof.

To the front of the space is the main showroom and two small partitioned offices. The offices have panelled ceilings with fluorescent strip lights. The two smaller spaces have carpeted concrete floors whilst the main showroom/front office has timber flooring.

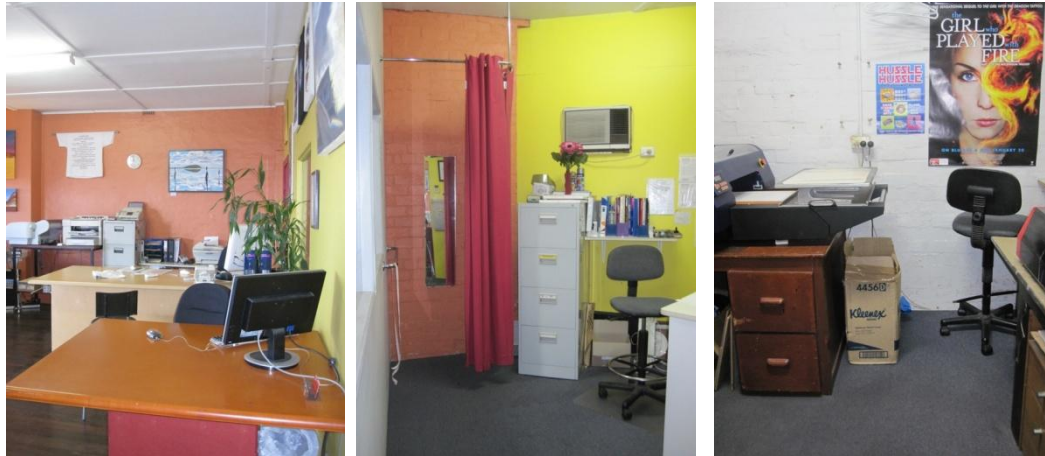


Figure 24 Office space, 91 Canning Highway

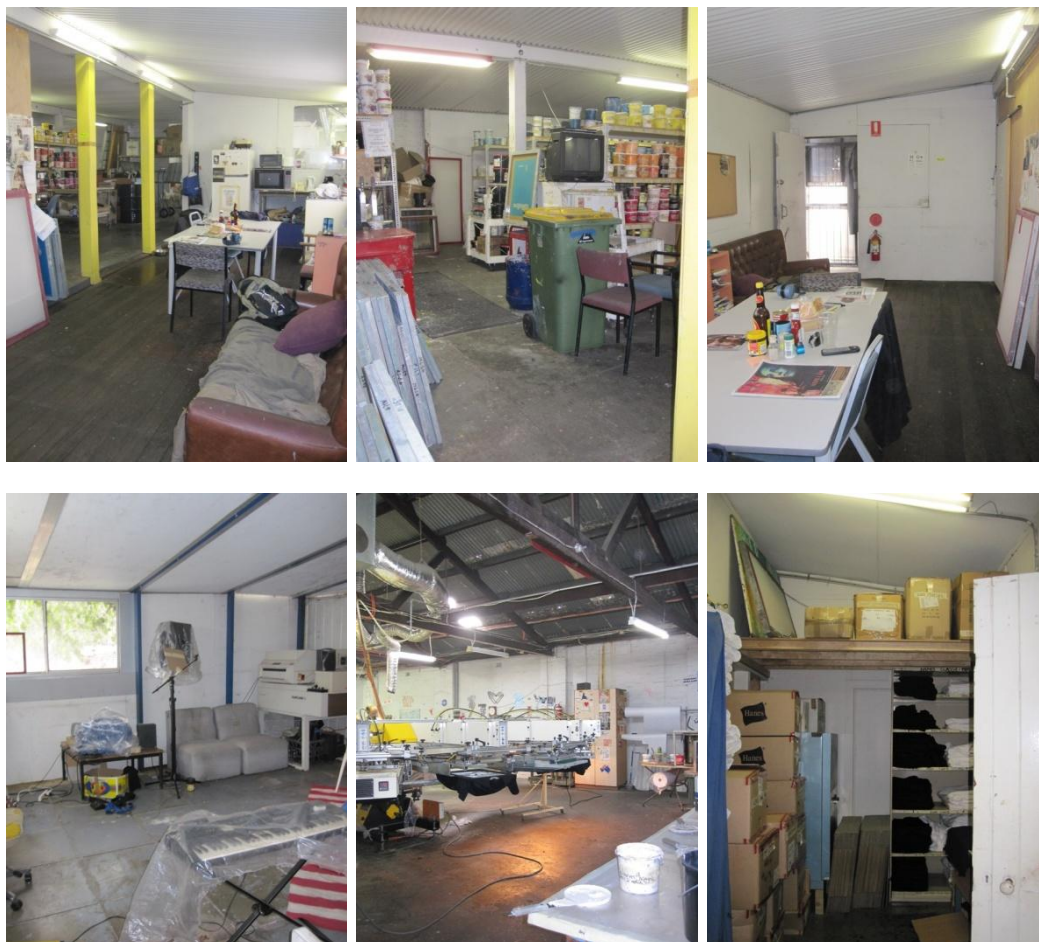


Figure 25 Warehouse and amenity space, 91 Canning Highway

Condition

The condition of the internal spaces is poor to fair.

1.3 COMPARATIVE EVIDENCE

A search of the Heritage Council of WA's (HCWA) database of heritage places was undertaken to determine if the subject buildings are comparable to those included on the database or on the State Register of Heritage Places. Criteria of age of construction, former use, architectural style and condition were compared.

Garage (fmr), 91 Canning Highway.

The former garage was constructed at a time of growing automobile use in Western Australia. There were many garages built in the late 1920s in the metropolitan area however these utilitarian buildings have frequently been altered or demolished. Often the use as a garage or service station has continued on the site. In regional areas several garages have remained and have been included in local municipal inventories. Those places from the HCWA database that are readily comparable include the following.

P4175 Caltex Service Station, Beaufort Street Perth. Only part of the original 1928 Service Station remains the remainder of the canopy was rebuilt in 2001 using new materials but copying the style of the original. The structure housing the original workshops to the Beaufort Street frontage is discernible, but considerably adapted.

P13505 Ochiltree Motors Building, Merredin, built in 1930 was constructed as a garage abutting two street frontages, with a quarter-circle driveway at the corner. The original structure included a workshop. This place is relatively structurally intact but is no longer used as a garage.

P9390 Williamson's Motor House, Maylands built in 1930 comprises a motor repair workshop, service station and office. The original Motor House structure remains and is designed in the Inter-War Spanish Mission architectural style. It retains many original elements.

P17178 Scotts Garage, Mandurah was built in 1937 in the Inter-War Functionalist style. It is a brick and asbestos building, originally built as a petrol station and now used as a theatre. Originally built and owned by Hobart Tuckey and operated by the Scott Brothers as a garage, it was designed by Ochiltree & Hargrave. Its construction reflects the development of motorised transport in Western Australia, which is also reflected in the architectural style. It has been operating as a theatre since 1983.

Garage (fmr), 91 Canning Highway is associated with the development of the provision of services to the motoring public in the 1920s. It is no longer associated with this industry and much of its original interwar design and elements have been removed. It is not a good example of this type of construction or former function particularly as better examples remain elsewhere.

1.3.1 Summary

The building demonstrates the period of its construction through its scale and location.

The removal of the original awning over the apron of *Garage (fmr), 91 Canning Highway* has diminished its heritage value particularly when compared to better examples of the type.

2.0 ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

2.1 AESTHETIC VALUE

Garage (fmr), 91 Canning Highway demonstrates no aesthetic value.

2.2 HISTORIC VALUE

Garage (fmr), 91 Canning Highway has value as an example of the provision of service stations throughout Western Australia in the 1920s to serve the increasing number of automobiles present in the community. (Criterion 2.1)

2.3 SCIENTIFIC VALUE

The building has no scientific value.

2.4 SOCIAL VALUE

Garage (fmr), 91 Canning Highway has value to the community as a demonstration of former practices in the provision of fuel and motor mechanical services. The layout of the building in relation to the road is an example of former practices. (Criterion 4.1)

Together with; *Residence (fmr), 93 Canning Highway*, the two buildings contribute to the Town of East Fremantle's sense of place as they have been present on the site together since the mid 1920s. Particularly since the construction of the Stirling Bridge they have retained some of the former identity and streetscape of this portion of Canning Highway. (Criterion 4.2)

DEGREE OF SIGNIFICANCE

2.5 RARITY

Garage (fmr), 91 Canning Highway does not demonstrate any rarity value as the property no longer functions as a garage nor reflects its original architectural presentation as a garage.

2.6 REPRESENTATIVENESS

Garage (fmr), 91 Canning Highway demonstrates a light commercial structure of the early 20th century, during the development of the automotive industry in WA. (Criterion 6.2)

2.7 CONDITION

The condition of the *Garage (fmr), 91 Canning Highway* is poor to fair as described in the physical assessment above.

2.8 INTEGRITY

Garage (fmr), 91 Canning Highway demonstrates a low level of integrity. The place no longer functions in its original capacity of a garage and much of its original fabric has been lost.

2.9 AUTHENTICITY

Garage (fmr), 91 Canning Highway demonstrates a low level of authenticity. Much of the original fabric has been lost and the place no longer presents as originally constructed.

3.0 STATEMENTS OF SIGNIFICANCE

Garage (fmr), 91 Canning Highway a single storey brick, iron and asbestos commercial property originally built in 1926 added to in 1929 and remodelled in 1963 has cultural heritage significance for the following reasons;

The place has value as an example of the provision of service stations throughout Western Australia in the 1920s to serve the increasing number of automobiles present in the community,

Garage (fmr), 91 Canning Highway has value to the community as a demonstration of former practices in the provision of fuel and motor mechanical services. The layout of the building in relation to the road is an example of former practices, and;

Together with the adjacent residence the two buildings contribute to the Town of East Fremantle's sense of place as they have been present on the site together since the mid 1920s. Particularly since the construction of the Stirling Bridge they have retained some of the former identity and streetscape of this portion of Canning Highway.

The additions to the rear of the garage in an assortment of materials have no cultural heritage significance.