

93 CANNING HIGHWAY,

EAST FREMANTLE

Heritage Assessment



June 2011

by



For

Simon Melville

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HHS Job No. 2011-22

EXECUTIVE SUMMARY

BACKGROUND

The owner of the property at 93 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 *Residence (fmr), 93 Canning Highway*.

LOCATION AND STUDY AREA

Residence (fmr), 93 Canning Highway is 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

Residence (fmr), 93 Canning Highway – Mr S Melville

CURRENT HERITAGE STATUS

Residence (fmr), 93 Canning Highway (1900; 1953; 1971)

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

Residence (fmr), 93 Canning Highway, a single storey brick and iron residence built for William Hamilton in 1900 has cultural heritage significance for the following reasons;

The place has value as a demonstration of the establishment of the suburb of East Fremantle in the early 20th century.

It demonstrates of the type of housing common in East Fremantle at the time of its development in the early 20th century;

Together with the adjacent garage 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; and

The place demonstrates aesthetic value in terms of its contribution to vistas southwards along Stirling Highway Bridge, towards the intersection with Canning Highway

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1.0 SUPPORTING EVIDENCE

1.1. DOCUMENTARY EVIDENCE

1.1.1. Development of East Fremantle

The property at 93 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.

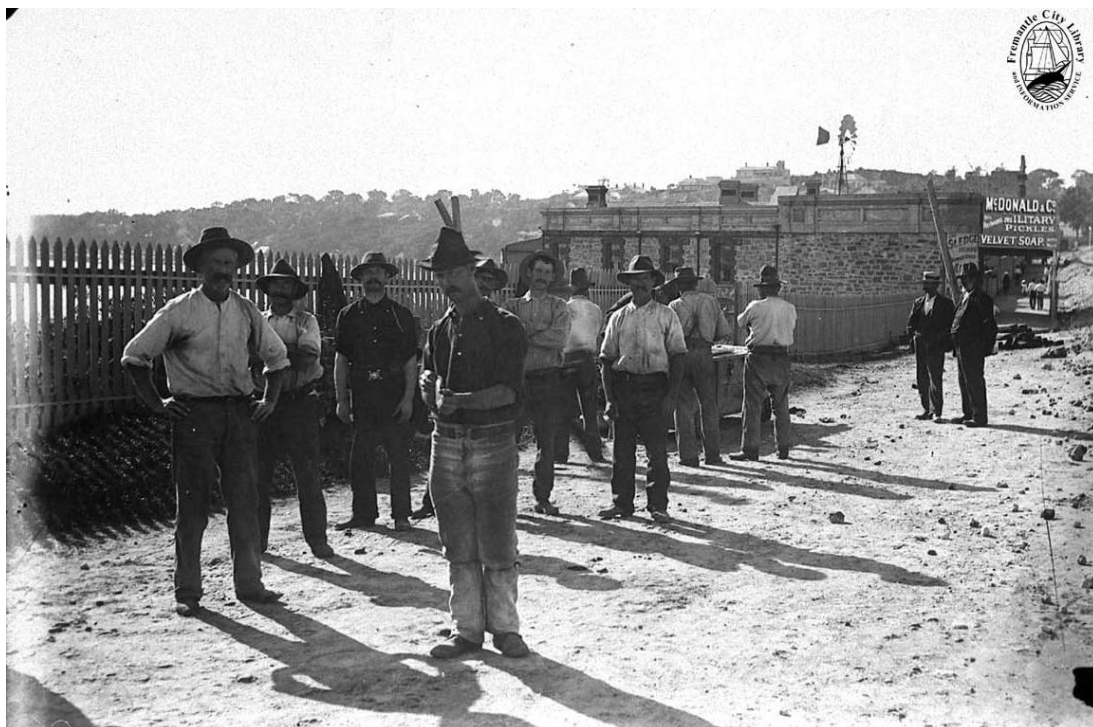


Figure 2 Laying of tram lines corner of East Street and Canning Highway, 1904. Courtesy Fremantle Local History Library. Image 1062A.



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

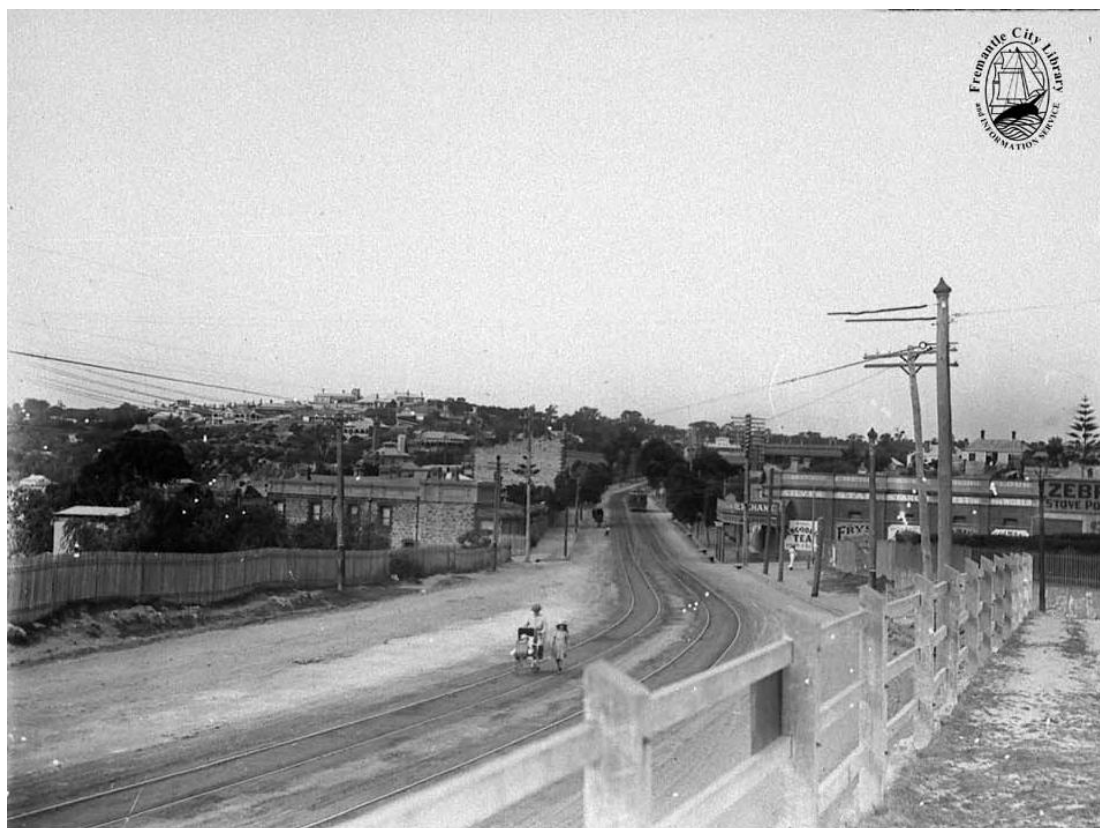


Figure 4 Looking East on Canning Highway, 1910. Courtesy Fremantle Local History Library. Image 1213B.

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.

1.1.2. Residence, 93 Canning Highway (lot 419)

The land facing Canning Highway between Sewell Road and King Street was undeveloped until 1900. A subdivision plan was lodged with the Department of Lands and Surveys in 1897 creating the lots within the area which currently occupy the area bound by Canning Highway (originally Richmond Road and later Canning Road⁵), George Street, Sewell Street, Stirling Highway and King Street.⁶ At the time of the original subdivision King Street extended to Canning Highway.

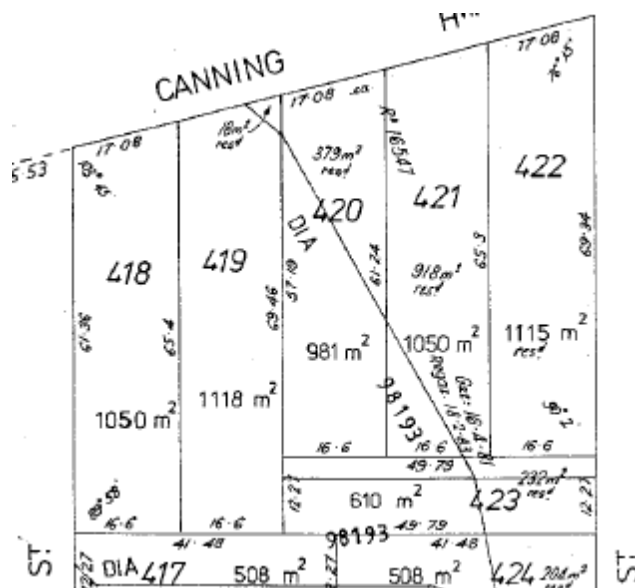


Figure 5 Portion of plan 1753, prepared 1897 courtesy Landgate.

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

⁵ For convenience this road will be referred to in this report by its current name Canning Highway.

⁶ Deposited Plan 1753, held by Landgate and viewed online at <https://www.landgate.wa.gov.au> accessed May 2011.

The Post Office Directories for 1900 indicate the presence of the Presbyterian Church, St Peters on the corner of King Street and Canning Highway (lot 422) and a residence occupied by William Armstrong. This latter property is presumed to have been located at lot 420. In the following year, 1901, there are four buildings on this block of land. At lot 419 was a residence occupied by William Hamilton, at lot 420 was a residence occupied by architect Norman Hitchcock, lot 421 Rev Douglas B. Smith (Pres) and lot 422 the Presbyterian Church.

From the above information it is evident that the building at 93 Canning Highway (lot 419) East Fremantle was built in 1900. Whilst it is noted that the first resident was William Hamilton it has not been established that he was the owner of this property.

The determination of the architect of the residence has not been conclusively proven however the presence of architect, Norman Hitchcock does provide strong evidence that he was the architect of the residence at 93 Canning Highway.

Norman Hitchcock (1837-1918) was a resident of Melbourne and commenced his own practice there in 1859. He undertook works in Carlton and Fitzroy and was well known for his 'florid designs' in North Carlton. In 1891 he was declared insolvent and in 1901 he is noted as in partnership with architect Olaff Nicoll Nicholson.⁷ There is some discrepancy between the sources as this partnership is noted as either in Melbourne or Perth.⁸

Hitchcock was a prolific designer of homes in the East Fremantle or Plympton area. Many residences have been attributed to him in Sewell Street, Hubble Street, Duke Street and George Street.⁹

A search of the newspapers of the period did reveal that Hitchcock advertised for a builder for a property in the East Fremantle area that may have been the residence at 93 Canning Highway although it has not been conclusively proven.

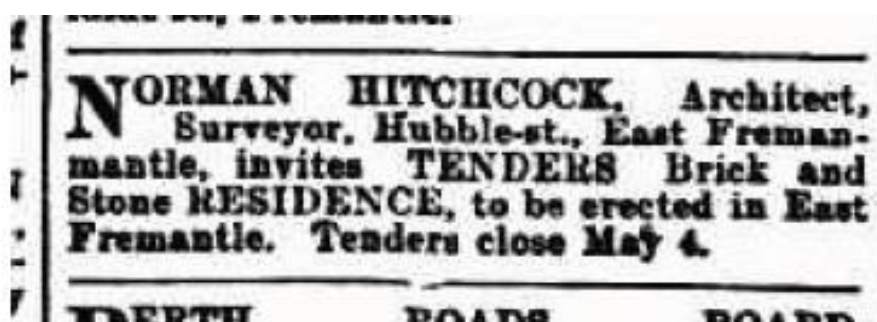


Figure 6 Excerpt from The West Australian, 2 May 1901, p. 7.

⁷ Kelly, Ian. "The Development of Housing in Perth (1890-1915)." Masters Thesis, Department of Architecture, University of Western Australia, 1991, Architectural Biography, Norman Hitchcock. Pitt Morison, Margaret. *Immigrant Architects in Western Australia 1885-1905*. Unpublished draft, Battye Library Pr 13589, 1983, p. 10.

⁸ Kelly states that Hitchcock was listed in practice in Melbourne in 1901 with Nicholson although Pitt Morison states that Nicholson was working in Fremantle from 1895. It is most likely that the two architects were in Western Australia as newspaper advertisements record both of them placing tenders.

⁹ Kelly, op.cit.

The quantity of advertising in the local press by Hitchcock in the early 1900s does indicate he was very active in the area. Hitchcock also designed the Glanvilles Buildings which addresses Canning Highway.



Figure 7 Photo of Glanvilles Building, East Fremantle.

William Hamilton and his descendants occupied the residence until 1923. Alex Hamilton was recorded as the occupant of the property for much of this period and he is recorded as a J.P and the director of auctioneers and valuers, 'Hamilton and Co'.

Later occupants were; Archibald Ferguson (1924), Alexander Maru (1925- 1930); William O. Johnston (1931-1935); Vacant (1936); Albert R Harris (1937-1938); John Boulton (1939-1942) Mrs Jessie Young (1944-1949). After 1949 records are more difficult to obtain. A search of the readily available references found nothing of significance between these individuals and the history of the Town of East Fremantle.

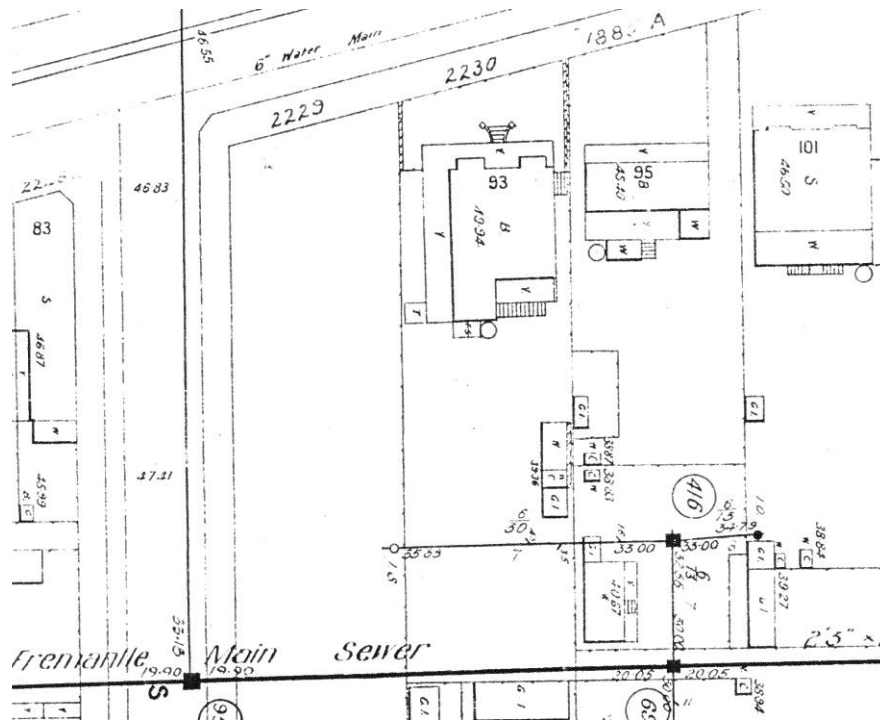


Figure 8 1914 Sewerage plan, Courtesy City of Fremantle Local History Library.

A 1914 plan of the site at figure 4 shows that the house was brick with verandahs on the north and west sides. A smaller verandah is evident on the rear of the house and the quantity of stairs to the ground level indicates that the verandah was at a significant height above the ground, this is consistent with the current building envelope. Outbuildings consisted of a brick water closet, galvanised iron shed and a timber shed. Two water tanks were positioned close to the rear of the house.

The scale of the residence in comparison to the adjacent properties suggests that it was a home for a relatively affluent member of the community. Using a comparison with the 1950 plan of the site shown at Figure 10 indicates that the building has not changed significantly.

In 1953, a plan was lodged with the Town of East Fremantle to enclose the rear verandah to create additional rooms.¹⁰

In 1971, plans were lodged by W & N M Mernbery with the Town of East Fremantle to create ladies and girls toilets at the rear sleep out. Interestingly these toilets appear to be accessible only from the garage side of the property. This suggests that there was an arrangement between the owners of the two properties to enable access.

¹⁰

Archive plans held by the Town of East Fremantle, (no file number)



Figure 9 Photograph of portion of 93 Canning Highway, 1951, Courtesy State Library. Image 234865D.

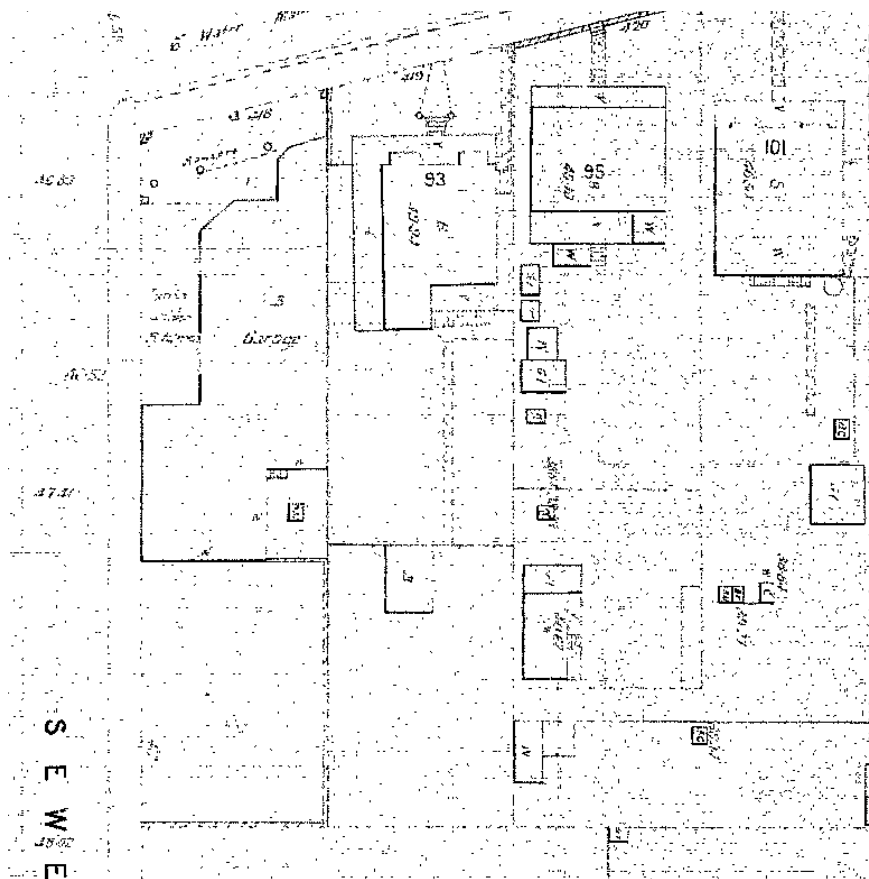


Figure 10 1950 Sewerage Plan, Courtesy City of Fremantle Local History Library.



State Library of Western Australia

Figure 11 View of St Peters church and 91 93, Courtesy State Library online image 133976PD.

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 12 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.

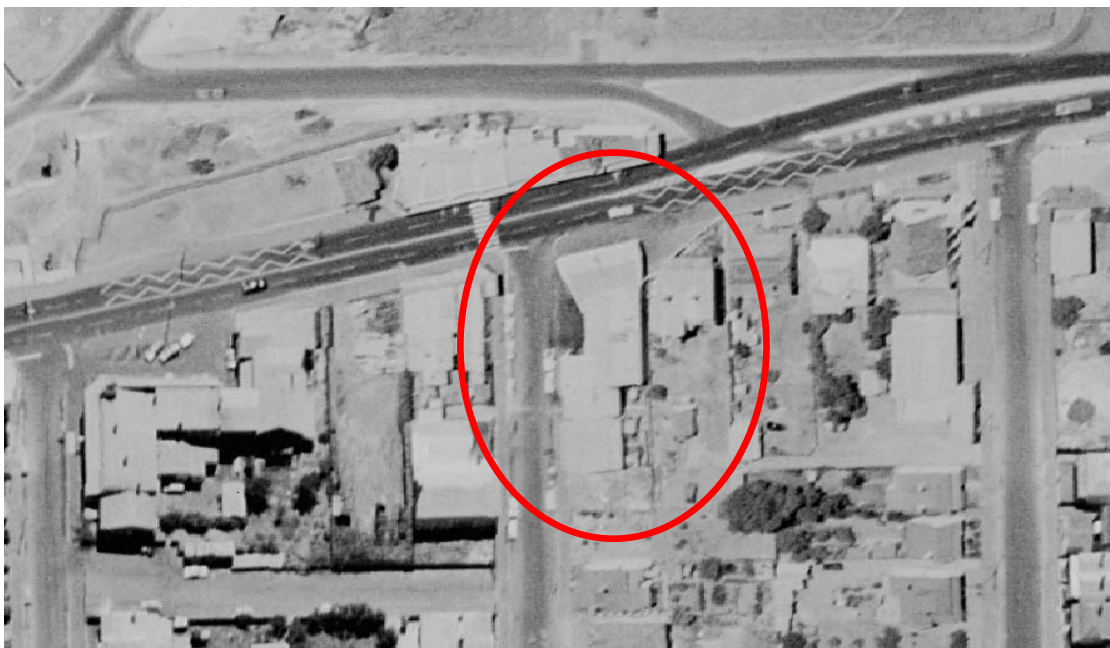


Figure 13 Aerial photograph 1965. Courtesy Landgate.

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 14 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 15 Aerial photograph 1985. Courtesy Landgate.

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

1.1.4. Current Use

Residence (fmr), 93 Canning Highway is currently used as offices.

1.2 PHYSICAL EVIDENCE

93 Canning Highway

The property at 93 Canning Highway is a single storey residence with an extensive network of rooms in the cellar.

Externally, the property has undergone little alteration since its construction. The 1914 sewerage plan (Figure 8) shows that the verandah extended across the front elevation as well as extending along the west elevation to the rear of the property. The front elevation remains but the side verandah has been lost and now forms additional accommodation, which abuts the former garage premises at 91 Canning Highway.



Figure 16 **93 Canning Highway**

The front elevation presents as a typical dwelling from this era and is characteristic of the small cottages seen in and around Fremantle. The house is of brick construction, painted grey to the front elevation and cream painted brick to the east and south elevations. The east and south elevations illustrate the change in land level towards the rear of the house where the brick section of the dwelling sits on top of a limestone footing. The roof is corrugated galvanised iron, hipped to the front and twin gables to the rear. There are two red brick chimneys on the western side of the roof but the chimneys on the eastern section have been removed.

The front verandah is raised approximately 800mm above ground, accessed by 5 steps. A rendered and painted limestone retaining wall supports the decking around the edge and is presumed that timber stumps will support the main body of the decking. The verandah is open with no form of balustrade. The earliest photograph that was found of the building dates from 1951 (Figure 9) and shows a timber balustrade to the front verandah and a lattice infill to the side section. The bullnose canopy is supported on turned timber columns with a timber bressumer extending between the columns. The original canopy was a flat bullnose canopy, the original position of which can still be seen on the face of the building.

The present canopy is a low pitched hipped bullnose canopy. The timber columns appear to be the originals and together with the timber decking remain the only original fabric.

A centrally placed timber panelled door with side lights is flanked by twin bay windows, both of which still contain the original double hung timber framed sashes. Each window within the bay is separated by painted brick piers with a contrasting painted sill.

The east elevation is predominantly a blank elevation with timber framed sash windows in the Victorian style of 1-over-1 panes to the main dwelling with additional windows of the same style to the basement accommodation. The basement windows have a triple row of header bricks as a window arch. A timber staircase leads up to the rear verandah.



Figure 17 East elevation, 93 Canning Highway

The rear elevation, although altered, still presents as originally constructed. The rear of the house consists of two gabled wings, the west wing projecting forward and a verandah extending across the east wing. Part of the verandah has been enclosed with fibro cladding but the verandah itself is the original. The windows in the west section have been replaced with metal framed openings.



Figure 18 South elevations, 93 Canning Highway

The rear elevation presents as a two storey structure although it is a single storey dwelling with basement. The verandah projects over the entrance into the basement which is via a single door leading into the main basement area with a secondary door into the space under the west wing.

The west elevation was constructed with a verandah along its full extent which was enclosed to create a sleepout in 1953, and altered again in 1971. The alterations saw the area being extended to fully occupy the gap between the dwelling at 93 Canning Highway and the former garage at 91 Canning Highway.

The area to the rear of the property is rough gravel and used for parking. A small red brick and tin outhouse is within the yard.



Figure 19 Out house and parking area, 93 Canning Highway

Condition

Overall the dwelling appears to be in a fair condition. The steps and retaining wall to the front verandah are showing signs of failure with the render falling off the wall and the steps cracking. The roof is rusted. Mortar is missing from the chimneys and the bricks on the south chimney appear to be loose. The eaves to the front of the building are showing signs of rotting underneath the gutters. There is evidence of repair to the apex of the west gable. All the timber is in need of repainting.



Figure 20 Poor condition of retaining wall and steps, 93 Canning Highway



Figure 21 Rotting eaves and poor brickwork to chimney, 93 Canning Highway



Figure 22 Poor brickwork and mortar, 93 Canning Highway

Interior

93 Canning Highway is no longer used for residential purposes with only minimal works of alteration being undertaken for its adaptation to office use and many of the original features remain extant.

The front door leads into a long passageway running through the entire building with rooms off to both sides. The passageway has high ceilings with the original decorative roses. The walls are lathe and plaster. An archway with decorative nibs is positioned halfway down the corridor with the architectural treatment being more decorative towards the front of the house and less ornate towards the rear section which is reflective of the more public use of the rooms to the front of the house.

There are six rooms off the corridor, three to each side with the four main rooms all of similar decorative order. The four rooms, now utilised as offices, all have fire places and projecting chimneys, decorative cornice, high level decorative air vents, ceiling roses and deep moulded skirtings. The floors are jarrah boards.



Figure 23 Cornice and air vents, 93 Canning Highway



Figure 24 Ceiling roses, 93 Canning Highway

The kitchen at the rear of the east side of the building was the former bathroom and has retained the original white glass tiles with a green glass tile dado. Plasterboard panels have been placed in front of the tiles at the end of the room. The original timber framed double hung sash window has been retained although it now looks out into the enclosed section of the rear verandah.

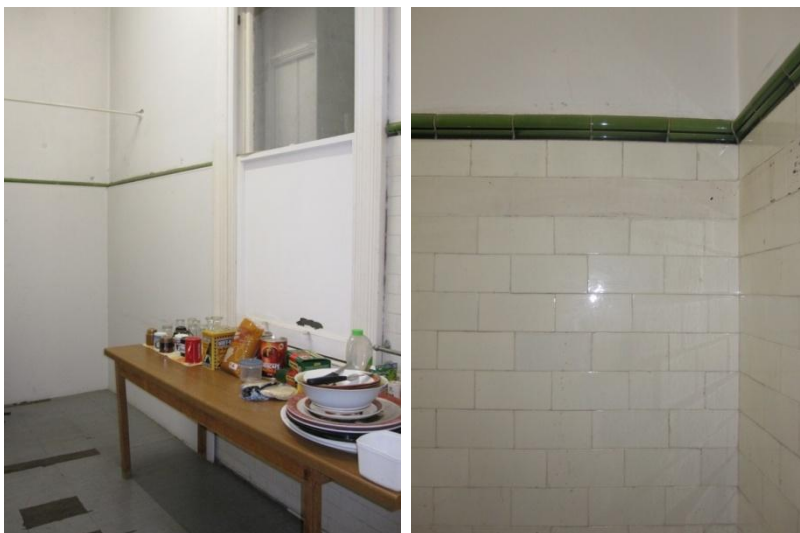


Figure 25 Former bathroom with retained glass tiles, 93 Canning Highway

The original kitchen at the rear of the property on the west side has now been converted into an office and bears little resemblance to its former use. The room has been opened up with access into the central office and into the addition along the western side of the building.

The addition is accessed from the central office down a flight of stairs into an open plan office space. A row of four small windows is situated in the west wall together with a flush panel timber door. The west wall is fibro panel with the west and north wall being plastered and painted brick work. The ceiling is acoustic tile with fluorescent strip lighting.



Figure 26 Additional accommodation, 93 Canning Highway

The basement comprises a series of rooms, two of which have windows along the east wall but most lack natural lighting. The walls and floors have been tanked with concrete whilst the ceiling is formed by the underside of the floor to the dwelling above. Plumbing and electricity have been installed within the space.





Figure 27 Basement accommodation, 93 Canning Highway

Condition

The interior of the dwelling is showing signs of damp, especially to the ceiling in the hall way where the ceiling is in a bad condition near the arch. There are a number of cracks throughout the building which require attention. The kitchen and bathroom services are functional but basic.

Due to the sensitive nature of the work undertaken within the building, it was not possible to take many photographs illustrating the features or elements requiring repair.



Figure 28 Crack above door to verandah, 93 Canning Highway

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.

Residence (fmr), 93 Canning Highway.

The architect of this residence has not been conclusively determined. It is speculated that it was designed by Norman Hitchcock, an architect who was particularly active in East Fremantle in the early 1900s. Several buildings in adjacent streets have been attributed to Hitchcock and they are good examples of his style and in good condition. For example P10232 Four Houses, 51-57 Sewell Street; P10214 Shops, 86-88 George Street; P808 Terraces, 46-52 King Street; P10899 Two cottages, 66-68 Hubble Street; P10224 Two Houses, 69 & 97 King Street; and P10231 Two Houses 25 & 27 Sewell Street. It appears that the style of these buildings are much more ornate in detail than that demonstrate at *Residence (fmr), 93 Canning Highway*.

When comparing *Residence (fmr), 93 Canning Highway* to other places within the Town of East Fremantle it is noted that there are 14 places of a range of architectural styles on the HCWA database built of brick between 1895 and 1905. Of this group five places are included on the State Register. All these places are of a much grander scale to be directly comparable to *Residence (fmr), 93 Canning Highway*, they are *P802 Aldgate*; *P3352 Glanville's Buildings*; *P803 Knocknagow*; *P3694 Penshurst* and *P792 Woodside Hospital*.

In relation to the particular architectural style and age there are many places included on the HCWA database which conform to the same criteria. A search of places in the federation bungalow residences built of brick between 1895 and 1905 produced 72 places. Of these numerous places only four are included on the State Register

P2907 Atwell, Fremantle is a limestone, brick and iron cottage built in 1898. Like 93 Canning Highway it is single storey at the street frontage and double storey at the rear.

P09241 Name: Fothergill Street Precinct, Fremantle is a group of houses constructed in the decade 1898-1908, of limestone and brick with iron roofs. As an almost complete example of an early twentieth century streetscape, the historic precinct is a good historical record of how Western Australians lived in the early years of the twentieth century, and the way in which the residences of the elite, the middle class and the working class existed side by side in that period.

P01465 Gwalia Museum Group, Gwalia comprises of a collection of single storey brick and corrugated iron buildings including Mine Managers House (fmr) (1899) and its setting; Mine Office (fmr) (1898); Assay Building (fmr) (1898) and, timber Headframe (1899) and Winder (1913). These buildings are not directly comparable to 93 Canning Highway because of the differing use.

P10202 House, 66 Stirling Highway, is a split level residence constructed in 1898 with tuck pointed brick and covered in rough cast render and rendered limestone with a replacement custom orb zinc roof. It is unusual in the context of North Fremantle, where cottages are almost all single storey and comprises single and two storey components.

The remaining places on the database comprise predominantly single storey residences in the established suburbs of metropolitan Perth including Mount Lawley, Perth, Bassendean, West Perth and Fremantle. Other residences are recorded in Albany and Bunbury. These recorded places appear to be generally in good condition.

Residence (fmr), 93 Canning Highway appears to be a style and age of residence that is well represented on the HCWA database. The poor condition of the place is in contrast to other places within the Perth metropolitan area and in the Town of East Fremantle.

1.3.1 Summary

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

The context of the *Residence (fmr), 93 Canning Highway* has been removed as it is no longer surrounded by others of its scale or use. Its condition is poor when compared to other examples of the style and period.

2.0 ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

2.1 AESTHETIC VALUE

Residence (fmr), 93 Canning Highway demonstrates aesthetic value in terms of its contribution to vistas southwards along Stirling Highway Bridge, towards the intersection with Canning Highway. (Criterion 1.3)

2.2 HISTORIC VALUE

Residence (fmr), 93 Canning Highway has value as a demonstration of the establishment of the suburb of East Fremantle in the early 20th century. (Criterion 2.1)

2.3 SCIENTIFIC VALUE

The building has no scientific value.

2.4 SOCIAL VALUE

Residence (fmr), 93 Canning Highway has value as a demonstration of the type of housing common in East Fremantle at the time of its development in the early 20th century. (Criterion 4.1)

Together with; *Garage (fmr), 91 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

Residence (fmr), 93 Canning Highway demonstrates rarity value as a surviving example of the type of housing common along Canning Highway at the time of its development in the early 20th century. (Criterion 5.2)

2.6 REPRESENTATIVENESS

Residence (fmr), 93 Canning Highway demonstrates a way of life in the local environment at the time of its development in the early 20th century. (Criterion 6.2)

2.7 CONDITION

The condition of the *Residence (fmr), 93 Canning Highway* is poor to fair as described in the physical assessment above.

2.8 INTEGRITY

Residence (fmr), 93 Canning Highway demonstrates a moderate level of integrity. The former dwelling is no longer occupied as a residence though it is possible that the place could be restored as such.

2.9 AUTHENTICITY

Residence (fmr), 93 Canning Highway demonstrates a high level of authenticity. The place has retained much of its original fabric.

3.0 STATEMENTS OF SIGNIFICANCE

Residence (fmr), 93 Canning Highway, a single storey brick and iron residence built for William Hamilton in 1900 has cultural heritage significance for the following reasons;

The place has value as a demonstration of the establishment of the suburb of East Fremantle in the early 20th century.

It demonstrates of the type of housing common in East Fremantle at the time of its development in the early 20th century;

Together with the adjacent garage 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; and

The place demonstrates aesthetic value in terms of its contribution to vistas southwards along Stirling Highway Bridge, towards the intersection with Canning Highway