



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 4.1.2 Making suburbs

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 104 Land allocation and subdivision
- 106 Workers

11.1 AESTHETIC VALUE*

House, 66 Stirling Highway is significant as part of a precinct of late nineteenth and early twentieth century houses, commercial and industrial buildings. The lot follows the general cadastral pattern of the area and the house, by virtue of its relationship to the lot boundaries, its scale, geometry and modest design, contributes to the general and consistent character of North Fremantle. Though much compromised externally, as an individual piece of domestic architecture, *House, 66 Stirling Highway* takes its place as supporting and contributing to the character of the area. (Criterion 1.3)

11.2. HISTORIC VALUE

House, 66 Stirling Highway is part of the suburban development associated with the expansion of Fremantle and of North Fremantle in particular. In its early phase, the establishment of North Fremantle was as a result of the arrival of the Pensioner Guards in the 1850s and the provision of land grants to these men. Later development occurred as a result of the discovery of gold in Western Australia in the 1880s and 1890s and the increase of population and wealth due to the goldrushes. (Criterion 2.2)

House, 66 Stirling Highway, a worker's cottage, is part of the residential development of North Fremantle. The establishment of the municipality in 1895 and consolidation of the town from the 1900s to the 1920s facilitated the development of North Fremantle. It grew as an area with a mixture of built forms such as worker's cottages, Pensioner cottages, public buildings and light industry. (Criterion 2.2)

House, 66 Stirling Highway is associated with the provision of land grants to members of the Pensioner Guard in the 1850s as well as the later subdivision

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

of these allotments in the 1890s. *House, 66 Stirling Highway* has associations with William Ralph George, Military Pensioner, and John Ahern, Military Pensioner. (Criteria 2.2 & 2.3)

11. 3. SCIENTIFIC VALUE

11. 4. SOCIAL VALUE

With its mixture of built forms such as worker's cottages, Pensioner cottages, public buildings and light industry, North Fremantle is a significant townscape, which contributes to both the local and wider communities' sense of place. *House, 66 Stirling Highway* has been recognised by the Fremantle Society and in the 'North Fremantle Heritage Study' for its contribution to the character of North Fremantle and Fremantle. (Criteria 4.1 & 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

House, 66 Stirling Highway is unusual in the context of North Fremantle, where cottages are almost all single storey. *House, 66 Stirling Highway* is unusual to the extent that it comprises single and two storey components and that the levels split at mid storey. (Criterion 5.1)

12. 2 REPRESENTATIVENESS

House, 66 Stirling Highway is an unusual example of a Federation period workers' cottage.

12. 3 CONDITION

The structure of *House, 66 Stirling Highway* appears to be in fair condition. There is evidence of damp penetration and some evidence of termite activity, together with cracking in the front section of the house which may be due to settlement and traffic vibration. Overall the place is in fair condition.

12. 4 INTEGRITY

House, 66 Stirling Highway retains what appears to be its original plan format and the room uses are consistent with the manner in which the place was intended to function. There is evidence of the place having been used for multiple tenancies with kitchen style sinks in a number of rooms. The place is capable of being conserved and of continuing to express its original intent. It is being used as a single residence once more. Overall the place retains a high degree of integrity.

12. 5 AUTHENTICITY

The majority of *House, 66 Stirling Highway's* original fabric remains in place, although some has been obscured by later additions of new materials and treatments. The bathroom and storeroom attached to the rear of the house is a later addition. Fireplaces have been removed from almost all rooms. Some original finishes have been overlaid with later finishes and the original fabric

remains intact underneath. Overall, the place retains a moderate to high degree of authenticity.

13 SUPPORTING EVIDENCE

The documentary evidence has been compiled by Kristy Bizzaca, Historian. The physical evidence has been compiled by Sheila Ferran, and Christian Gardner under the direction of Philip Griffiths, Considine and Griffiths Architects Pty Ltd.

13.1 DOCUMENTARY EVIDENCE

House, 66 Stirling Highway, North Fremantle is a residence of brick and stone construction with a corrugated iron roof. In September 1999, *House, 66 Stirling Highway* is included in the City of Fremantle's Interim Heritage Database.

The main impetus for the early development of North Fremantle was the arrival of the convict ships from 1850 and with them the Pensioner Guards. Land was provided for the Pensioner Guards in North Fremantle. In 1851, Captain J. Bruce, commanding officer of the Guards, was granted 150 acres in North Fremantle. The land was surveyed and small allotments were granted to members of the Guard. By 1862, 21 Pensioner Guard cottages had been constructed in North Fremantle, making it the first Pensioner Guard village in Western Australia.¹

Significant public works soon followed the arrival of the convicts. Among these was the quarrying and levelling of the Fremantle-Perth Road and the construction of the first Fremantle traffic bridge in 1866. This opened up the Fremantle area allowing for daily trips to take place from Fremantle to Perth.²

The 1880s and 1890s, with the impact of the goldrushes and the increase of public monies, signalled a period of rapid change for Western Australia, including North Fremantle. The Perth-Fremantle Railway and the first Fremantle railway bridge were opened in the 1880s, and the quarrying of the Rocky Bay area began to proceed in earnest. Probably the single most significant works in this area at this time was the construction of the Fremantle Inner Harbour which started in November 1892. This accelerated development of the Fremantle area and the operation of the port influenced the demography of the area, with high numbers of maritime workers residing near their place of work.³

In 1894, as a result of their dissatisfaction with the Fremantle Council, North Fremantle ratepayers sent a petition to the Legislative Assembly requesting that North Fremantle be proclaimed a separate municipality. In 1895, North Fremantle was declared a municipality in its own right. Most of North Fremantle's public buildings date from this time, including North Fremantle Primary School and North Fremantle Town Hall.⁴

¹ Bosworth, M., 'North Fremantle: Introduction and Bibliography', written for the North Fremantle Community, Parish Map Project, 1993, pp. 1 – 2; Burton, C., 'North Fremantle Heritage Study', Fremantle City Council, June 1994, pp. 16 – 17, 20 – 21; Robinson, J., 'North Fremantle – A Changing Environment', Thesis, November 1987, p. 28.

² Burton, C., op. cit., pp. 20 – 21; Robinson, J., op. cit., pp. 28 – 29.

³ Burton, C., op. cit., pp. 29 – 31; Bosworth, M., op. cit., p. 2.

⁴ Robinson, J., op. cit., pp. 30 – 31.

By the turn of the century, the original Pensioner Guard allotments had been subdivided and the North Fremantle Council had successfully encouraged the occupants of canvas towns, which had established along the banks of the river and the railway line, to permanently settle in the area. With the completion of the Inner Harbour, opportunities for light industry and trade also increased. From the 1900s to the 1920s, North Fremantle continued to develop as a residential and light industrial area.⁵

Lot 12 (*House, 66 Stirling Highway*) was originally part of North Fremantle Lot P52, a two acre parcel of land bounded to the west by Perth Road (later Victoria Avenue, now Stirling Highway) and to the east by Thompson Road. On 5 October 1883, ownership of North Fremantle Lot P52 was transferred to William Ralph George, Military Pensioner, of Fremantle.⁶

North Fremantle Lot P52 changed ownership four times before it was subdivided in the early 1890s.⁷ Eight of the newly subdivided lots were transferred to new owners on 7 June 1894. Among those sold was Lot 12 to Mary Anne Elizabeth Griffiths, wife of George Freeman Griffiths of Fremantle.⁸

On 12 October 1895, George Alfred Davies and Fred Mason were registered as the tenants in common of Lot 12, North Fremantle.⁹

Ownership of the property was transferred to Catherine Duggan, wife of John Duggan of North Fremantle on 13 February 1896.¹⁰

A PWD plan of Fremantle and its suburbs dated 1897 shows buildings on lots, including those located in a small section of North Fremantle. The 1897 plan shows two structures located on the eastern side of Perth Road, to the north of Frederick Street. The larger residence is *House, 66 Stirling Highway*, taking up most of Lot 12 and extending along the southern boundary to the rear of the property.¹¹

In *Wise's Post Office Directory* for 1897, John and Thomas Duggan were listed at Lot 12, Perth Road, North Fremantle. In that same year, the brothers' business, T & J Duggan Shopkeepers, was listed at Perth Road.¹² By 1901, only John Duggan was living at the Perth Road residence.¹³

Catherine Duggan died on 17 December 1920. On 3 March 1921, probate of her will was granted to Daniel Joseph Duggan, Railway Guard, East Perth and George Edward Duggan, Hotelkeeper, of Williams.¹⁴

John Duggan, and John Duggan Jnr, continued to live at the property up to 1921. In 1922, Frederick Best is listed at the Perth Road residence, followed by John Hood in 1923.¹⁵

⁵ Ibid, p. 32; Bosworth, M., op. cit., pp. 2 –3; Burton, C., op. cit., pp. 29 – 31, 40 – 41.

⁶ Certificate of Title, Vol. 12, Fol. 45.

⁷ Ibid. On 28 January 1884, John Ahern, Military Pensioner became the proprietor of North Fremantle Lot P52. On 9 February 1884, ownership was transferred to Patrick Hagan, Licensed Victualler (publican) and later, on 10 August 1891, James Hagan, Vineyard Proprietor, became the owner. It was after Frederick Mason, Jeweller, was registered as the proprietor of North Fremantle Lot P52 on 25 January 1892, that the land was subdivided.

⁸ Certificate of Title, Vol. 61, Fol. 6.

⁹ Ibid.

¹⁰ Ibid.

¹¹ PWD, Town of Fremantle and Suburbs, 1897.

¹² Research could not reveal whether the business was run from 66 Stirling Highway.

¹³ *Wise's Post Office Directories*, 1897 – 1901.

¹⁴ Certificate of Title, Vol. 61, Fol. 6.

¹⁵ *Wise's Post Office Directories*, 1921 – 1923.

In 1923, Perth Road in North Fremantle became known as Victoria Avenue.

From 1923/1924, Lot 12 is listed as number 66 Victoria Avenue in *Wise's Post Office Directory*.¹⁶

John Hood lived at *House, 66 Stirling Highway* from 1923 to 1929. From 1930 to 1933, there is no listing at the Victoria Avenue address. In 1934, Robert J. Williams lived at the residence, followed by David Gow (1935 – 1937), Mrs Dorothy Coyle (1938), and Mrs Gough (1939 – 1940).¹⁷

In 1938, Victoria Avenue became known as Stirling Highway.

A Sewerage Plan dated March 1939 shows a rectangular brick and stone building and basement at 66 Stirling Highway. A verandah is shown at the front of the property and a timber verandah at the rear with an enclosed bathroom. Along the southern boundary and attached to the main building is a timber store and a laundry. Outbuildings also shown on the 1939 Sewerage Plan include a water tank and a brick water closet.¹⁸

F. H. Jefferys and his wife lived at *House, 66 Stirling Highway* from 1941 to c. 1953. Jefferys' brother and his family also lived at the property.¹⁹

During his tenancy, *House, 66 Stirling Highway* was purchased by Lillian May Ginbey, Storekeeper, of South Fremantle on 30 May 1944.²⁰

On 18 December 1957, Richard Belke, Head Storeman became the owner of *House, 66 Stirling Highway*.²¹ That same day ownership the property was again transferred to William Cain, Waterside Worker, and his wife Martha Cain.²² Cain and his wife lived at *House, 66 Stirling Highway* up to 1959. From that time, the place has been used as a rental property.²³

Lionel Meiners, Rigger, and his wife Annette Meiners were registered as the proprietors of *House, 66 Stirling Highway* on 8 October 1964.²⁴ On 15 September 1970, ownership of *House, 66 Stirling Highway* was transferred to Petrus Leber, Painter, and his wife Jezefa Leber (care of Bevilagua & Williams Pty. Ltd.).²⁵

A new Certificate of Title was issued on 3 May 1972 to take into account the resumption of part of the front of the lot for the widening of Stirling Highway.²⁶

From 1970, the property changed hands a number of times. On 27 July 1972, George Anthony Smith and Helen Linley Smith²⁷ became the owners of

¹⁶ *Wise's Post Office Directories*, 1923 – 1924.

¹⁷ *Wise's Post Office Directories*, 1923 – 1940.

¹⁸ MWWSD, North Fremantle Municipality, Sheet No. 2021, March 1939. The 1939 Sewerage Plan also shows that the structure located on the corner of Perth Road and Frederick Street, as indicated on the 1897 plan, was no longer extant.

¹⁹ *Wise's Post Office Directories*, 1941 – 1949; WA Legislative Assembly Electoral Rolls, Fremantle, 23 January 1953.

²⁰ Certificate of Title, Vol. 1082, Fol. 988. No evidence has been found to show that Ginbey lived at the residence.

²¹ There is no listing for Belke at House, 66 Stirling Highway in the Electoral Rolls.

²² Certificate of Title, Vol. 1082, Fol. 988.

²³ WA Legislative Assembly Electoral Rolls, Fremantle, 23 February 1959.

²⁴ Certificate of Title, Vol. 1082, Fol. 988. No evidence has been found to show that the Meiners lived at the residence.

²⁵ Certificate of Title, Vol. 1322, Fol. 605. No evidence has been found to show that the Lebers lived at the residence.

²⁶ *Ibid.* The road widening was gazetted on 25 October 1974.

²⁷ On 26 July 1973, the Smiths changed their names to George Anthony and Helen Anthony.

House, 66 Stirling Highway. Gerard Horan was registered as the owner of the property on 13 March 1975, followed by Maureen Coakley on 21 November 1975, and John Oldham and Ruby Oldham on 19 October 1977.²⁸ Ownership of *House, 66 Stirling Highway* was finally transferred to Christopher Tolcon on 29 September 1980.²⁹

As a part of its historical survey of the Fremantle area, on 18 December 1975, the Fremantle Society classified *House, 66 Stirling Highway* as 'Red'. A Red classification indicates that the place contributes significantly to the unique character of Fremantle.³⁰

On 21 December 1994, *House, 66 Stirling Highway* was purchased by Main Roads for the widening of Stirling Highway.³¹

House, 66 Stirling Highway has been occupied by a number of tenants since Main Roads' purchase of the property in 1994. Repairs have also occurred to *House, 66 Stirling Highway*. Work on the building has primarily been in the form of maintenance as was the policy held by Main Roads during this period.³²

In June 1994, the Fremantle City Council commissioned architect Craig Burton to prepare the 'North Fremantle Heritage Study'. In this heritage study, *House, 66 Stirling Highway* is listed in Precinct 3 Thompson, which is described as:

Associated with former swamp and Pensioner Guard allotments. Small scale residential character with small localised commercial pockets. Mixture of open space, public and private residential development with mixture of materials however building forms and expressions dominated by early twentieth century development with later adaptations; infill verandahs, garages, gardens and extensions. Mixture of built form with a pattern of smaller scaled residential buildings fronting narrow cross streets.³³

In 1997/1998, a number of places owned by Main Roads were identified as being surplus property, among these was *House, 66 Stirling Highway*.

In July 1999, Main Roads informed the Heritage Council of plans to dispose of *House, 66 Stirling Highway* by way of public auction. As the property falls under the *Government Heritage Property Disposal Process*, a heritage assessment of the place was required.

In September 1999, *House, 66 Stirling Highway* is included in the City of Fremantle's Interim Heritage Database. The database incorporates all places classified by the Fremantle Society and listed in the North Fremantle Heritage Study.

In September 1999, Main Roads own the property and tenancy of the place is managed by Blackburne Real Estate.

13.2 PHYSICAL EVIDENCE

House, 66 Stirling Highway is a rectangular planned single and two storey rendered brick and stone building and basement, roofed with a corrugated

²⁸ Certificate of Title, Vol. 1322, Fol. 605.

²⁹ Certificate of Title, Vol. 1573, Fol. 744.

³⁰ City of Fremantle Heritage Database, Courtesy Fremantle Local History Collection.

³¹ Certificate of Title, Vol. 1573, Fol. 744.

³² K Bizzaca did not access Main Roads Files on the property, however the information shown in various Main Roads files (including 21 Duke Street, East Fremantle and 121 Stirling Highway, North Fremantle) indicate that this was the broad policy for all such properties.

³³ Burton, C., op. cit., p. 86.

iron roof, a verandah at the front (west) and an enclosed timber verandah at the rear (east). Near the southern boundary and attached to the main building is a water closet and a laundry. Further additions include a brick water closet and bathroom attached at the rear; and a timber framed shed clad in fibrous cement shed and attached to the north side of the house.

The place is located in North Fremantle on the east side of Stirling Highway. Stirling Highway is a bitumen surfaced four lane highway with concrete barrier kerbs a narrow raised median, and concrete footpath. There is on landscaped verge and no parking in front of the house. Only a small strip of the original front garden remains between the house and the footpath and this is overgrown with recent plantings.

House, 66 Stirling Highway is part of a group of small houses that form the built up edge of the beach-front and railway reserve at North Fremantle. On its south side is vacant land contiguous with the edge of a major green reserve. *House, 66 Stirling Highway* in effect forms an edge along the green space. The ground levels are relatively flat at this point, although the ground levels have accreted on the north and south and west elevations.

House, 66 Stirling Highway is located on a rectangular lot. The lot is raised about 200mm above the public footpath level. The block is 12.58 metres wide along the west boundary, 24.78 metres in depth along the north boundary, 24.17 metres along the south boundary and 12.57 metres wide along the west property line. The front of the house is set back approximately 300mm from the footpath. This narrow front setback is consistent with other houses in the street and reflects the gradual encroachment of Stirling Highway. There is no side setback to the south side and only part of the north side is set back from the boundary. There is indirect access to the rear (east) garden from Hevron Street, which runs perpendicular to Stirling Highway to the south of the lot.

The front garden contains a variety of unkempt grasses and shrub. There is a vegetable garden in the well-kept rear garden and chickens are kept in the side yard on the north. Access to the rear garden is through the shed on the north or through a gate in the fence that runs along the south property line.

The outbuildings attached to the structures in the rear garden are a timber framed shed with fibrous cement cladding on the north property line, a plastered brick water closet. (room 14) and bathroom (room 15) on the east side of the house, and a plastered brick laundry (room 16) / water closet (room 13) on the south property line. The shed has rough stone slab paving. The other outbuildings are constructed of single leaf brick with granolithic concrete floors. The original sanitary fixtures have been replaced. The roof is a replacement zincalume roof with gutters and approximately 15 degree slope.

The house is planned in four sections: a front verandah with skillion roof; a raised single storey section with unfinished basement and hipped roof; a two storey section with attic and hipped roof; a rear verandah with skillion roof. (Refer to plans, Figure 1 and 2).

The west (front) elevation of the house is simply expressed in the Federation Bungalow style workers' cottage.³⁴ The west elevation (front) is on a single plane. The verandah has rendered brick piers with balustrade wall and board and lattice infill. It has a timber flush door with one glazed panel and a stained glass lead light. The verandah's timber floor has been replaced with

³⁴ Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989. Pp144-147
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granolithic. The verandah roof probably reflects its original form. It has a simple lean-to roof 15 degrees of corrugated zincalume and appears to be a recent replacement. The gutters are also replacement colonial profile and are unpainted. The original timber soffit with ventilation holes is extant.

The original exterior wall, west elevation, (now concealed from the street) is rough cast render over tuck-pointed brick. Invasive investigation is required to determine whether the tuck-pointed brickwork was simply a cladding to the limestone. The roof of the main house is hipped, pitched at 30 degrees, and clad with corrugated iron that is severely rusted. The gutters on the main roof are either original or early replacement gutters. The original exterior windows, west elevation (now concealed from general view) of the front elevation are double pane double hung sashes. The original front door, west elevation has been removed and replaced with a partly glazed flush door, with a single pane hopper light over it.

The north and south (side) elevations are finished with render over thick limestone walls. The rear elevation comprises filled in verandahs which is either fibrous cement clad framed elements or single skin brickwork rendered elements. The windows are double pane double hung sashes in the main rooms and louvred windows to the enclosed verandahs, toilet and water closet to the rear.

The front part of the house comprises Rooms 1-5, four rooms and a central corridor. Except for the sitting room (Room 5), the spaces appear to be unoccupied. The original jarrah floorboards remain in place, together with 8" moulded skirtings, and wall vents. Some architraves have been replaced. Walls are painted or wall papered and plastered brick, without evidence of major cracking, except in the corners of room 3 and the south wall of room 4. The ceiling in this section of the house are lath and plaster, without cornices. Room 2, the corridor has a cast plaster ceiling rose and a semicircular arch supported on consoles. There is evidence of a painted dado and at the west end of the corridor there is a long timber batten and metal peg hat and coat rail. Except for room 1, the doors are four panel format and architraves are mostly replacement material. The ceiling and skirtings indicate evidence of chimney breasts having been removed from each of the four rooms. Room 1 contains kitchen fittings, but these are clearly of 1950s manufacture. Room 4 is fitted out with ply construction cabinetwork from the same era. Room 4 also contains an access hatch to the floor space below and this has evidently been used for storage, though there is no floor and the walls remain unfinished limestone.

Room 11 has a set of steps leading through the east wall to the adjacent room which is set at a half level below it (Room 5).

A half flight of steps at the east end of the hall (Room 6) leads down to the lower ground floor level where the dining room (Room 11) and kitchen (Room 12) are located. The floor in room 11 has been replaced with granolithic and the floor to room 12 remains timber. The interior of the walls are painted and plastered masonry. The ceilings are lath and plaster and room 11 has a reproduction ceiling rose in its centre. Along the west walls of both room there is a large timber plate supporting the floor above, which is in poor condition. Both rooms have wall vents, picture rails and 8" moulded timber skirtings. There is damp in the north wall and this has been covered with framed linings and decorative cabinet work. Similarly, the south wall of the kitchen is lined, probable for similar reasons. The dining room is fitted out with cabinet work, which is from the 1990s, and the kitchen with cabinets from the 1960s finished with plywood carcasses.

The stairs in the hall (Room 6) are constructed in timber with turned newels and balusters and a moulded handrail. The ceilings in this area are lath and plaster at the lower level and the linings to the top level ceiling are reed moulded timber, as are the flight soffits at the lower level. The timber soffits have cove cornices. The upper and lower level doors to the stair hall are four panel format with hopper lights over them. The box room over the top of the stairs appears to have been left in its original form.

Rooms 7-10 are at first floor level. Bedrooms 7 and 10 are located under the main hipped roof section of this structure. The external walls are plastered masonry and the internal walls and ceilings are lath and plaster. There is extensive crazing in room 7. Both rooms previously had fireplaces and traces of these can be seen in the walls and lath and plaster ceilings on the western walls. The skirting to room 7 is replacement bullnosed profile and the skirting to room 8 is the original moulded timber format. Both rooms open onto the original rear verandah, which has subsequently been infilled to form rooms. The eastern part of room 10 is part of the verandah and the kitchen sink in this room indicates an earlier use as a bed sitting room.

The enclosed verandah comprises rooms 8,9 and part of room 10. Room 8 is a playroom and is lined with fibrous cement sheeting. It has 3" replacement timber floors, a fibreboard skirtings, a rendered masonry west wall and fibrous cement on the north and east walls, with a 'Beautyboard' on the south wall. All windows are metal framed obscured glass louvres.

The walls and ceilings of the bathroom and dressing room are similarly treated and the floor to the bathroom (Room 9) has been covered with fibre glass reinforced resin to make it waterproof. The fittings in this room appear to date from the 1950s and are poorly executed.

The lower level rooms 13-16 are all fitted in under the verandah and have granolithic floors, rendered brick or framed walls and fibrous plaster ceilings. The bathroom in room 15 has fittings that are consistent with work that was done in the 1940s or 1950s. The bathroom in room 13 has been considerably upgraded and finishes are more recent.

In September 1999 the place is occupied as a dwelling.

13.3 COMPARATIVE INFORMATION

The number of places extant in North Fremantle of similar scale to House 66 Stirling Highway is few. In fact, there does not appear to be many houses that are similar in plan, with an unfinished basement, three levels and a box room on the fourth level.

13.4 REFERENCES

Bosworth, M., 'North Fremantle: Introduction and Bibliography', written for the North Fremantle Community, Parish Map Project, 1993.

Burton, C., 'North Fremantle Heritage Study', Fremantle City Council, June 1994.

Robinson, J., 'North Fremantle - A Changing Environment', Thesis, November 1987.

13.5 FURTHER RESEARCH
