



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES – PERMANENT 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)

- 2.4.2 Migrating to seek opportunity
- 2.4.3 Migrating to escape oppression
- 3.12.5 Retailing foods and beverages
- 3.19 Marketing and retailing
- 4.1.2 Making suburbs
- 8.13 Living in cities and suburbs

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 101 Immigration, emigration & refugees
- 104 Land allocation & subdivision
- 111 Depression & boom
- 202 Rail & light rail transport
- 308 Commercial & service industries

11.1 AESTHETIC VALUE*

Whatley Crescent Group, Maylands, is of aesthetic significance as an example of a highly intact group of small shops, some with attached residences, which exhibit characteristics of the Federation Free Classical and Federation Free styles of architecture in their presentation. (Criterion 1.1)

Whatley Crescent Group, Maylands, is highly visible and hence a familiar landmark for travelers by train on the Perth to Midland line as well as for travelers by car on Whatley Crescent. The landmark value is increased by the presence of two distinctive two storey shops among the group, both with finely detailed prominent pediments adding to their visual presence on the street. (Criterion 1.3)

Whatley Crescent Group, Maylands, has significance as a highly intact precinct of small commercial buildings (shops) developed between 1902 and 1924 that

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

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

exhibit a high level of visual cohesion as a result of similarities of scale, proportion and style. The consistent pattern of symmetrical masonry parapets and pediments featuring fine stucco decoration; together with the proportions and design of the original timber and metal framed shop-fronts, some with original decorative glass elements, and most featuring re-entrant doors and tessellated tiled thresholds; contributes to the significance of the group. (Criterion 1.4)

11. 2. HISTORIC VALUE

Whatley Crescent Group, Maylands, has provided for the day-to-day needs of the local population since its establishment, through the provision of mixed commercial amenities in close proximity to a railway station. (Criterion 2.1)

Whatley Crescent Group, Maylands, developed from the early 1900s, as the suburb of Maylands grew rapidly following the Western Australian gold boom in association with construction of the Goldfields pipeline and industrial development including establishment of the Midland Railway Workshops; and in the early 1920s, during a period of recovery and growth following World War I. (Criterion 2.2).

In the inter-war and post-World War II periods, European migrants associated with *Whatley Crescent Group, Maylands*, have included fish shop proprietor George Kaillis, and Thanas 'Arthur' Litis, OAM, the longest standing owner of any Lot in the Group, and who once owned a number of the properties. (Criterion 2.3)

Well known people associated with *Whatley Crescent Group, Maylands*, include Francis McDonald, MLA, for whom nos. 178-182 were built to designs by architect J. F. Allen; architect F. W. Upton, designer of nos. 188-190 and nos. 198-202; senior civil servants, John Davies, John Treggerthen Short and Charles Samuel Toppin, owners of Lot 56 (1901-03); H. V. Shearn MLA, Estate Agent and Member for Maylands 1936 to 1951; and L. O. Sargent operated Sargent's Chemist Shop at no. 178 for many years. (Criterion 2.3)

The shop and residence at no. 208 exhibits design excellence. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

Whatley Crescent Group, Maylands, has the potential for use as a teaching site and a reference site to illustrate late nineteenth and early twentieth century 'strip-shop' developments, being a relatively intact group of such buildings, in which nos. 204-208 in particular retain a high degree of authenticity, especially the two storey shop and residence no. 208. (Criterion 3.1)

11. 4. SOCIAL VALUE

Whatley Crescent Group, Maylands, is valued for social, cultural and aesthetic reasons by the community of Maylands and City of Bayswater, as evidenced by the inclusion of its individual elements in the Municipal Inventory, referral from the Maylands Historical & Peninsula Association to the Heritage Council of Western Australia, and community concerns regarding proposals (in 2006) for redevelopment of nos. 178-194 Whatley Crescent. (Criterion 4.2)

Whatley Crescent Group, Maylands, contributes to the community's sense of place as an integral part of the precinct that includes Maylands Station, Maylands School and Eighth Avenue, central to Maylands from its inception. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Whatley Crescent Group, Maylands, is a good example of a group of so-called 'strip shops' with residences to the rear and/or above the shop premises, a not uncommon form in the late nineteenth and early twentieth centuries, which is no longer practised in Western Australia, and which has become increasingly rare in the wake of redevelopment of shopping centres from the 1960s. The continued use of the residences at nos. 196 and 208 is rare in the twenty-first century, albeit leased to tenants rather than occupied by the shop proprietors. The intactness of the individual buildings increases the rarity value of the group. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Whatley Crescent Group, Maylands, is representative of strips of small shops that developed along major transport arteries including the Fremantle-Guildford Railway line, and in close proximity to railway stations, such as Maylands, to serve the everyday needs of the local community as suburban development increased in the early to mid twentieth century. The changing patterns of use of the shops at *Whatley Crescent Group, Maylands*, which still included a 'deli' in 1973, reflect changes in retail trading practices (Criterion 6.1)

Whatley Crescent Group, Maylands, is representative of the practice of including residential quarters at the rear and/or above shops. (Criterion 6.1)

The Station Master's House (fmr) at *Whatley Crescent Group, Maylands* illustrates residential accommodation, built to a standard plan, at railway stations in Western Australia in the early 1900s. (Criterion 6.1)

12. 3 CONDITION

The majority of the buildings that comprise *Whatley Crescent Group, Maylands*, are in sound to good condition. Some of the buildings are vacant and therefore their ongoing maintenance is likely to depend upon new tenancies being established in order to retain their viability. The building at HN 196 is in the process of restoration. The shop and residence at 208 are both maintained to a good standard as a result of ongoing use. The shops at 198 to 202, incorporating the former Station Master's House are in very good condition as a result of maintenance. The shop at HN 204, is also in sound condition. The shop-front at HN 178 is damaged and in need of urgent attention.

12. 4 INTEGRITY

The majority of the buildings that comprise *Whatley Crescent Group, Maylands*, are in use for commercial purposes (shops). As such the integrity of the group is high. It is likely that even with some future redevelopment, the precinct will retain its mixed residential and retail use and therefore the integrity of the group is sustainable.

12. 5 AUTHENTICITY

Whatley Crescent Group, Maylands, has high authenticity. There are two former shops between HN 180 and 188 that have been demolished, but other than that the group is intact. All the shops retain front façade masonry parapets and pediments, although most are painted. All but one of the shops appears to retain its original shop front with re-entrant doors. Much of the original joinery remains extant with some panels to shop doors removed and replaced with glass. There are some original lead-lights extant and tessellated tiled thresholds are believed to be original. There are some original tiles to shop-fronts also. Some of the former residencies behind the shops have been demolished, however the former Station Master's House behind HN 198 -202 remains extant and intact.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment by Robin Chinnery, Historian and Rosemary Rosario, Architectural Heritage Consultant, in May 2006, with amendments and/or additions by HCWA staff and the Register Committee.

13.1 DOCUMENTARY EVIDENCE

Whatley Crescent was originally named Railway Terrace, the name it bore until the post-World War II period, when it was re-named to overcome confusion with Railway Parade at the other side of the Fremantle-Guildford Railway line. The Documentary Evidence employs the name current at each period.

For the sake of convenience, the Documentary Evidence documents the chronological development of *Whatley Crescent Group, Maylands*, as a precinct, then the ownership and development of the individual components.

Whatley Crescent Group, Maylands, is a highly intact row of single and double storey masonry shops; some with attached residences including a former Station Master's House; with front facades exhibiting characteristics of the Federation Free Classical and Federation Free styles and featuring decorative parapets and pediments, original metal and timber framed shop-fronts with re-entrant doors, some original decorative glazing, extensive original joinery and some original tessellated tiled thresholds; built between 1902 and 1924 opposite the Maylands Railway Station.

In the early twentieth century, Perth Roads Board Rate Books only recorded owners and did not mention whether any buildings had been erected, making it difficult to ascertain construction dates for a number of the buildings in the Group. Research for this heritage assessment has determined construction dates for some of the buildings, which comprise *Whatley Crescent Group, Maylands*, namely nos. 178-182; nos. 188-190; nos. 198-202, and the house at their rear; and no. 204. Further research may determine the dates of construction of nos. 192 and 194, no. 196, nos. 206 and 208a, and no. 208.

On 10 September 1895, Gold Estates of Australia was registered as the proprietor of 471 acres of land, being portions of Swan Location Y.¹ In 1895-96, Gold Estates of Australia Limited, an investment company with considerable land holdings in the metropolitan area, began sub-division of the area formerly named the Pine-Apple Estate, under the name of Maylands Estate. On the company's behalf, a site fronting Central Avenue, valued at £200, was donated for the proposed Victoria Institute for the Blind.² The site, a short walk along Railway Terrace from the proposed railway station at Maylands, was about two miles from Perth Town Hall and located 'between the old Guilford Road and the Eastern Railway' and was 'easily accessible to the city' by road or rail.³

In 1898, after Mephan Ferguson established a factory on land he had purchased near the railway in the Maylands area and named Falkirk after his birthplace in

1 Certificate of Title Fol. LXXIII Fol. 152.

2 First Annual Report of the Victoria Institute and Industrial School for the Blind, Western Australia, January 1898, p. 4; *Western Mail* Christmas Issue, 1897, p. 13; and *A Matter of Choice*, p. 19, which states that Deeley was a member of the Committee. Note: Battye, J. S. *The Cyclopaedia of Western Australia* The Cyclopaedia Company, Perth, 1912-13, Facsimile Edition Hesperian Press, Victoria Park, Western Australia, 1985, Vol. 2, p. 110, stated the site was obtained 'through the kindness of the Government.'

3 First Annual Report of the Victoria Institute ... *ibid.*

Scotland, to supply pipes for the pipeline for the Goldfields Water Supply Scheme, work began on construction of Falkirk Siding to serve his factory.⁴

On 1 October 1898, the third sub-division in Maylands Estate by Gold Estates Australia Limited was offered for sale at public auction, as demand grew to provide affordable and convenient lots for blue collar workers at Ferguson's factory. The plan shows this new sub-division extending north from Ninth Avenue, with the proposed railway station on the Eastern Railway line between Ninth Avenue and Ferguson Street.⁵ However, the railway station would be built a short distance farther south, between Eighth and Ninth Avenues, across the road from Lots 52, 53, 54, 55 and 56, portions of Swan Location Y on deposited plan 1885, each of which had a 66ft. frontage to Railway Terrace (later re-named Whatley Crescent), the future sites of *Whatley Crescent Group, Maylands*.

In August 1899, tenders were called for construction of Falkirk Railway Station, but in September the *Railway Weekly* reported that the proposed station would be named Maylands.⁶ As elsewhere, the railway station served as an impetus for suburban growth, and the population of Maylands increased to 'about 100.' by 1900.⁷ In 1902, when the site for a house for the station master at Maylands was under consideration, a plan shows Lots 52-56, all shown as vacant at this date, with an annotation on Lot 53 'Offered as site for SM's House for £60', and on Lot 55 'Offered as site for SM's House for £55 ... Recommended', and this recommendation was followed.⁸ The Station Master's House was erected in the same year⁹ (see Lot 55 below).

In 1903, *Wise's Post Office Directory* listed only a few addressees in Railway Terrace, including a baker and a carrier, and a small number in Eighth Avenue. In 1904, seven people were listed in Railway Terrace, including Francis H. Steinke, Station Master, and A. Salaman (owner of Lot 53)¹⁰, indicating his was the first business premises erected at *Whatley Crescent Group, Maylands*. Street numbers were not listed, but reference to a 1922 plan for two shops to be built adjoining Salaman's existing building and a 1936 sewerage plan identifies his first shops and residence, as HN 184-186 Railway Terrace at the latter date.¹¹ In the late twentieth century, the shops and residence at HN 184-186 were demolished, leaving a vacant site in an otherwise uninterrupted streetscape of early twentieth century and inter-war period shop fronts between Ninth and Eighth Avenues.

In 1905, businesses listed in Railway Terrace, Maylands, included A. Salaman (owner of Lot 52), storekeeper and circulating library; P. Williams (owner of Lot 54) newsagent; and J. Wishart (owner of Lot 56), greengrocer; and John Trott, post-master.¹²

4 Cooper, W. S. and McDonald, G. *Diversity's Challenge: A History of the City of Stirling* City of Stirling, Western Australia, 1999, pp. 122-123.

5 Maylands Estate, Real Estate Plans, Battye Library.

6 Assessment Document, Maylands Primary School, HCWA Place No. 9394, p. 4.

7 Battye, J. S. *Cyclopedia of Western Australia* The Cyclopedia Company, Perth, 1912-13, Facsimile Edition Hesperian Press, Victoria Park, Western Australia, 1985, Vol. 1, p. 574.

8 Station Master's House Contract in WAGR Karrakatta, Burswood, Maylands, Bayswater, and Bellevue Stations, Station Master's Houses Contract, Maylands, SROWA Acc. 1781/5254, 1902.

9 Handwritten notes, 1902, in *ibid*.

10 *Wise's Post Office Directory* 1903 and 1904, p. 184, and p. 198 respectively.

11 Perth Roads Board, SROWA AN 63 Acc. 1712/1, Item 926/1922; and Metropolitan Sewerage, Maylands, SROWA Cons. 4156 Item 445, signed 4 June 1936.

12 *Wise's Post Office Directory* 1905, p. 200.

In the early 1900s, Maylands proved a popular residential suburb for workers at the newly established Midland Railway Workshops, as land was more affordable than in Midland Junction or Guildford, and the railway was a convenient means of transport for workers eager to fulfill the dream of owning their own home. In the early twentieth century, many of the workers who settled at Maylands had come from the Eastern States in the late 1890s and early 1900s, in the wake of the Western Australian gold boom. Some had spent time on the goldfields before deciding to remain in this State, whilst others recognised the employment opportunities in the West, a stark contrast to the depressed economic conditions prevailing in the Eastern States at this period. There were people of Scottish origin, including Ferguson, and also a strong Irish influence in Maylands in this period. Some European immigrants also settled in Maylands, where there was a small German community, including storekeepers and a builder. There were Chinese market gardeners at the Peninsula, whilst Lee Cheong and Tom Tin (also recorded as Tom Din, and Twon Din) operated laundries in Railway Terrace and Eight Avenue respectively.¹³

On 5 May 1906, the *WA Mining, Building and Engineering Journal* reported 'Maylands, as a residential site, is increasing rapidly, a large number of small villas having been erected and there are many others projected.'¹⁴ As the residential area of Maylands continued to grow, more businesses were established to service the increasing population. In the early 1900s, through the World War One period, and into the inter-war period, the major area of commercial development in Maylands was in the vicinity of the railway station. In 1907, *Wise's Post Office Directory* listed a number of business proprietors in Railway Terrace, including Ernest A. Scott, house and land agent; J. Wishart, green grocer; C. Mitchell, hairdresser and tobacconist, a commonly combined business in the early 1900s; P. Whelan, tailor; P. Williams, newsagent; H. J. Smith, newsagent and post office; Frederick McDonough, baker; and two storekeepers, A. Salaman and Henry Thomson.¹⁵ Mrs. Smith operated a circulating library from the newsagency opposite the railway station in Railway Terrace¹⁶, an important service in this period prior to the establishment of public lending libraries in the suburbs. She was also a well-known dressmaker, a business which her daughter continued in the inter-war period.¹⁷

By 1911, there were 854 houses in the area of Perth Roads Board, including Maylands and Mount Lawley, with a population of 5066.¹⁸ By 1920, 25 businesses were in operation within 300m of Maylands Railway Station¹⁹, many of which were clustered along Railway Terrace and Eighth Avenue, including those at nos. 178 to 208 Railway Terrace.²⁰

Industrial businesses established in the Maylands area provided employment opportunities and, as the area continued to develop rapidly in the period 1906-11,

13 Cooper, W.S. and McDonald, G. op. cit., pp. 123-25; and Atkinson, Anne (Compiler) *Asian Immigrants to Western Australia 1829-1901* University of Western Australia Press, Nedlands. 1988, pp. 191, 267, 270.

14 *W. A. Mining, Building and Engineering Journal* 5 May 1906, p. 19.

15 *Wise's Post Office Directory* 1907, pp. 204-207.

16 Cooper, W. S. and McDonald, G. op. cit., p. 152.

17 Cooper, W. S. and McDonald, G. op. cit., p. 152.

18 Stannage, C. T. *The People of Perth* Perth City Council, Perth, 1979, p. 241.

19 Cooper, W. S. and McDonald, G. op. cit., p. 149.

20 *Wise's Post Office Directory* 1919 to 1921.

the population increased considerably, indicated by attendance figures at Maylands School, which had an average daily attendance of 630 in 1911.²¹

In 1916, *Wise's Post Office Directory* first listed street numbers for Railway Terrace for the section of the street between Eight and Ninth Avenue. The individual premises and their occupiers were as follows: no. 178, Michael Shearn, Estate Agent; no. 180, Mrs. S. White, tea-rooms; no. 182, Frank Clark, butcher; no. 184, J.R. Murphy, newsagent; no. 186, Lingard, Wright, iron-monger; no. 188, George D. Griffin, plumber; no. 192, W.H. Roach, hairdresser and tobacconist; no. 194, Albert Rose, boot-maker, and Miss D. Lidstone, milliner; no. 196, Maurice J. O'Donnell, grocer; J.A. Darbyshire, Station Master; no. 204, J.W. O'Brien, small goods; and no. 208, J.M. Wishart, greengrocer.²² The mixture of businesses was typical of the medium to large sized suburban shopping centres in the early twentieth century.²³ By 1919, some changes had occurred: no. 182, Richard Irlam, butcher; no. 184, Ed. Lightly, newsagent; no. 186, Miss M. Osborne, draper; no. 188, Griffin and Truscott, plumbers; no. 192, D.R. Young, hairdressers and tobacconist; no. 194, Miss Annie Batt, refreshment rooms; no. 196, James Knox, grocer; James H. Evans, Station Master; and no. 204, William Cowell, small goods.²⁴

The Estate Agency run by Michael Shearn at no. 178 was established in 1905. After Michael Shearn's death the agency was taken over by his son Harry Vivian Shearn who would go on to become the Member for Maylands from 1936 to 1951. Harry Shearn was a member of the Council for the WA Institute of the Blind and a vestryman at St Patrick's Anglican Church, Mount Lawley.²⁵

By 1924, there had been some further changes in tenants and/or use of some of the premises, as recorded in *Wise's Post Office Directory*: no. 180, George G. Howell; no. 182, W.E. Turner, butcher; no. 186, Miss F. Chambers, draper; no. 188, Don Sandeman, electrician; no. 190, Miss Maud McLennan, dressmaker; no. 192a, Mickle & Clothier, hairdresser and tobacconist; no. 194a, Ed. Wellman Turner, small goods; no. 194, Mrs. E. Morgan, confectioner; no. 198, Ernest Longbottom, hairdresser and tobacconist.²⁶ In 1925, changes were as follows: dentist Jos. E. Kemp was listed at no. 178 Railway Terrace; Shearn Brothers at no. 188; Misses M. and M. McLennan, dressmakers, at no. 190; and, between nos. 198 and 204, Mrs. Lucy Bowker, confectioner and tea-rooms, for whom no street number was recorded.²⁷ The following year brought further changes as follows: no. 178, L.O. Sargent, chemist; no. 180, George Kaillis, fish shop; no. 184, Francis Roberts, newsagent; no. 188, Shearn Bros., Estate Agents, which included a Savings Bank agency; no. 192, Mickle & Sons, hairdressers and tobacconist; no. 194, Mrs. E. L. Mackey, mixed business; no. 196a, Herbert Thistlewaite, tailor, also listed at no. 200; no. 198a, Albert V. Kirby, watchmaker and jeweller; no. 202a, Mrs. S. E. Harpon, confectioner and tea-rooms.²⁸ Sargent

21 Batty, J. S. op. cit.

22 *Wise's Post Office Directory* 1916, p. 148.

23 *Wise's Post Office Directory* 1910 to 1930.

24 *Wise's Post Office Directory* 1919, p. 149.

25 Black, D and Bolton, G (2004) *Biographical register of members of the parliament of Western Australia 1930-2004 (revised edition)*. Parliament of Western Australia, Perth.

26 *Wise's Post Office Directory* 1924, p. 157.

27 Certificate of Title Vol. 438 Fol. 193.

28 *Wise's Post Office Directory* 1926, p. 147.

would occupy no. 178, at the corner of Railway Terrace and Eighth Avenue, for many years, and through time the premises became known by his name.²⁹

In 1927, alterations to listings in *Wise's Post Office Directory* for the place were as follows: no. 196, Black & Co., grocers; no. 198, Mary Kenny, fancy goods; no. 202a, Elliott Ross, tea-rooms; and Herbert Thistlewaite only at no. 200.³⁰ By 1929, there were a few further changes: no. 198, Miss J. McKenzie, confectioner; no. 202a, Elliott Ross, boot shop; no. 202, Ernest Longbottom, tobacconist and hairdresser; no. 206, Mrs. Ivy Rigg, dressmaker; and no. 208, Richards & Muir, green grocers, following the death of J.M. Wishart.

In 1936, a sewerage plan shows shops numbered 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208A and 208 fronting Whatley Crescent between Eighth Avenue and Ninth Avenue, all of which were single storeys other than nos. 196 and 208, which were two storey. As remained customary in the inter-war period, and into the early 1950s, there are residential quarters behind each single storey shop, and at the first floor above the shops at nos. 196 and 208, at the corner of Ninth Avenue, where the residence includes a portion of the ground floor to the rear of the green grocer's shop. There are timber and/or galvanised iron outbuildings in the rear yards, and 12 closets of brick construction at the rear boundaries, by the right of way. There is a fence across Lot 52, with closets for nos. 178, 180 and 182 shown at the inside of the fence, and a galvanised iron building is on the fenced off portion of the land.³¹ At a later period, shops were erected on the rear portion of Lot 52, with frontage to Eighth Avenue.³² They are not included in this heritage assessment.

In 1949, *Wise's Post Office Directory* listed the following people and businesses in Railway Terrace between Eight and Ninth Avenues: no. 178, L.O. Sargent, chemist; no. 180, Mrs. Coral E. Howes, draper; rear no. 180, Chas. E. Shier; no. 182, Robinson & Dick, butchers; no. 184, Roy M. Gooch, newsagent; no. 186, Albert E. Kenny, draper; no. 188, Shearn Bros., Estate Agents; no. 190, Commonwealth Bank of Australia; no. 192, Miss Nellie Kenny, drapery; nos. 194-196, E.J. Kenny, furniture dealer; no. 198, Miss Phyllis Bailey, ladies' hairdresser; no. 200-02, E. Pavy, grocer; no. 204, Ern. Longbottom, hairdresser and tobacconist; no. 206, Keith Hubble, bicycle dealer; no. 206a, Steadman's Dry-cleaning, radio engineers and dry-cleaners³³; and no. 208, Herbert Thistlewaite, tailor.³⁴

From 1949, Thanas 'Arthur' Litis (also recorded as Liti), owned Lot 56, HN 206, 208a and 208 - the longest standing ownership of any of the Lots that comprise the place. For some periods he and his family also owned some of the other Lots (see below). Born in Albania of Greek parentage, in the early 1930s, as a teenager he fled from the revolution in Albania to Greece, then immigrated alone to Western Australia, where he arrived at the age of 16. At this early age, he established a green grocer's shop in Albany Highway, Victoria Park, and worked

29 *Wise's Post Office Directory* 1926-45; and Frank Greenslade, Maylands Historical Society, conversation with Robin Chinnery, May 2006.

30 *Wise's Post Office Directory* 1927, p. 153.

31 Metropolitan Sewerage, Maylands, SROWA Cons. 4156 Item 445, signed 4 June 1936. Note: Les Lawrence recalls the Pigeon Club occupied the galvanised building in the 1930s. (Telephone conversation with Robin Chinnery, 8 May 2006.)

32 Site visits, Robin Chinnery and Rosemary Rosario, May 2006.

33 This would appear to be the shop otherwise referred to as HN 208a.

34 *Wise's Post Office Directory* 1949, p. 195.

hard to save to bring his brothers to Australia, where they joined him in his business, and also a sister and her husband. Later, he operated a grocery store, before the family moved into the white goods business, operating Retravisson stores in Como and Carlisle. The family were also significant property developers in Western Australia. Arthur Litis was active in the Greek community in Perth, and served as President of the Hellenic Community in the 1960s. He has been a stalwart supporter of the organisation now known as Activ Foundation Inc., together with his wife, Iris, whose contribution is commemorated in the naming of the Iris Litis Hostel at Kellerberrin. Both Mr. and Mrs. Litis have been awarded an Order of Australia (OAM) for their services to the community.³⁵

In 1955-56, Railway Terrace was renamed Whatley Crescent³⁶, commemorating Dr John Whatley (b. 1798, arr. October 1829, d. Fremantle, 1830), who had selected 1,000 acres of land at Bayswater in February 1830. Gold Estates had named a sub-division Whatley in 1912, and he is also commemorated in Whatley Park.³⁷

On 15 April 1973, a photograph shows Whatley Crescent from no. 196 to the corner of Ninth Avenue, at which date there were cantilever verandahs at the front of some of nos. 194 and 196. Signage indicates a delicatessen at no. 194, and an electrician next door at no. 196.³⁸

In the latter part of the twentieth century, as shopping in Maylands gravitated towards so-called 'drive-up' shopping centres off Guildford Road, it impacted considerably on the level of patronage of the older established shopping centre at Whatley Crescent and Eighth Avenue, and the type of business located in this precinct. In 1992, by which date nos. 184-186 Whatley Crescent had been demolished, the City of Stirling, within whose boundaries the place lay at this date, Westrail and the Department of Urban Planning and Development, commissioned the 'Maylands Station Study', which considered the conditions pertaining at that date, and examined what might be done to re-establish the historical relationship between the Railway Station and the Eighth Avenue shopping area, to strengthen the link between the Railway Station and Guildford Road, and the potential to improve land use efficiency and the urban environment within the zone of influence of the Railway Station. The report noted the 'strip of old, once-handsome shops (some of party wall design) facing on to Whatley Crescent' and the Railway Station was a 'reminder of the past importance of the Station'; that the shops were in 'varying states of repair, with similarly varied uses being carried out'; and commented that the lack of pedestrian traffic and the appearance of this area, particularly the rear aspect, was 'unfortunate'.³⁹

The Assessment of *Whatley Crescent Group, Maylands*, under the name of Maylands Station Commercial Buildings Group, by the National Trust of Australia (WA), which recommended that the place be Classified, reported most of the detailing to the facades was in 'fairly original condition' other than the removal of

35 Athena (nee Litis) and Jim Meneely, telephone conversation with Robin Chinnery, 24 May 2006.

36 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 305, 1955-56, p. 32.

37 Erickson, Rica (Ed.) *Bicentennial Dictionary of Western Australians pre-1829-1888* University of Western Australia Press, Nedlands, 1988, p. 3268; and May, Catherine *Changes They've Seen: The City and People of Bayswater, 1827-1997* City of Bayswater, 1997, pp. 7-10.

38 Photograph '196-210 Whatley Crescent, Maylands' 4326B/34/13, Battye Library Pictorial Collection.

39 Chris Antill, Planning and Urban Design, and Considine and Griffiths Architects Pty Ltd 'Maylands Station Study' prepared on behalf of City of Stirling, Westrail and Department of Planning and Urban Development, January 1993, Introduction and p. 20.

most of the original front verandahs.⁴⁰ The Assessment concluded that the place was of historical and aesthetic significance, and together the Group comprised a fine streetscape, which was prominent along Whatley Crescent and from the railway line, and made 'a valuable contribution to the townscape of Maylands.'⁴¹

In 1997, the Municipal Inventory for the City of Stirling included the extant shops fronting Whatley Crescent between Eighth and Ninth Avenue, no. 208 designated Category 1, i.e. conservation essential, and possible inclusion in the Register of Heritage Places, and the others Category 2, i.e. conservation recommended, considered to be of very considerable value to the Municipality.⁴² At this period, some of the shops were vacant, whilst others were in use as follows: no. 196, Chapel Funerals, no. 202, Maylands Pre-Owned, no. 204, Tent Shop, no. 206, Maylands Pawn,⁴³ and no. 208, Antiques. The individual comments in the Municipal Inventory, and estimated construction dates, were as follows: CoS 1236295 no. 178 (1898) 'A very important integral part of part of the Whatley Crescent and Ninth (sic) Avenue precincts and a place of aesthetic value in its own right'; CoS 1236309 no. 188 (1900) 'An authentic and good example of the suburban shop that makes an important contribution to the streetscape'; CoS 1236317 no. 192 (1900) 'An important component of the Whatley Crescent precinct with minor aesthetic value'; CoS 1236325, Chapel Funerals, no. 196 (1898) 'One of the most elaborate shops in the precinct and one of great aesthetic value as well as being an integral part of the precinct; CoS 2090384, Maylands Pre-Owned, no. 202 (1900) 'A very important component of the Whatley Crescent historic commercial precinct with aesthetic value in its own right'; Tent Shop, no. 204 (1903) 'A very important component of the Whatley Crescent Commercial precinct with aesthetic value in its own' CoS 1238301; Maylands Station Pawn, no. 206 (1910) 'A very important component of the Whatley Crescent commercial precinct with great aesthetic value' CoS 1237739; Antiques, no. 208 (1903) 'A very important component of the Whatley Crescent commercial precinct with great aesthetic value.' CoS 1237739⁴⁴

In the subsequent period, little change has occurred to the rear aspect, other than removal of some of the earlier timber framed and clad, skillion roofed extensions and a number of outbuildings⁴⁵, including an iron construction shed evident in an aerial photograph c. 2002-03, but not in a later photograph, and construction of a bitumenised car park to the rear of Lot 52 (HN 178-182) accessed from Eighth Avenue. An aerial photograph c. 2004 shows *Whatley Crescent Group, Maylands* after the removal of nos. 184 and 186. By this date, the rear residential quarters had been removed from nos. 188 and 190, and outbuildings had been removed from the rear of nos. 178, 182, and 206. In late 2005, an aerial photograph shows residential quarters at the rear of nos. 192 and 194 and the shed to the rear yard had been removed in the intervening period. The brick closet at the rear boundary of no. 204 was the only survivor of the 12 shown adjoining the right of way in 1936.

40 Maylands Station Commercial Buildings Group, National Trust of Australia (WA) Assessment, n.d., p. 1.

41 *ibid.*

42 City of Stirling Municipal Inventory, prepared by Considine and Griffiths Architects Pty Ltd with Dorothy Erickson of Erickson & Taylor, for the City of Stirling, 199/.

43 Including HN 208a.

44 CoS. No. 1236295, City of Stirling Municipal Inventory, prepared by Considine and Griffiths Architects Pty Ltd with Dorothy Erickson of Erickson & Taylor, for the City of Stirling, 199/.

45 Vince Bresland, conversation with Robin Chinnery, site visit, May 2006.

In 2006, a number of the shops in the *Whatley Crescent Group, Maylands*, are vacant, whilst others continue to be tenanted. The City of Bayswater is considering a development application for nos. 178-194 Whatley Crescent; no. 196 is being restored by its current owners; and nos. 206, 208a and 208, have been sold recently to a businessman who is believed to have an interest in the conservation of heritage buildings.⁴⁶

Lot 52, three single storey shops, HN 178, 180 and 182 Whatley Crescent (1905; extant in 2006); and two single storey shops, nos. 70-72 Eighth Avenue (post 1936; extant in 2006; details not included in this assessment)

On 2 September 1901, Louisa White, married woman, of Whalebing, was registered as the sole proprietor of Lot 52, one rood six and six tenths perches in area, portion of Swan Location Y on deposited plan 1885.⁴⁷ In February 1903, it was transferred to Robert Langton of Perth, from whom it was transferred to Francis McDonald, merchant, of East Fremantle, on 20 May 1904.⁴⁸

Francis (Frank) McDonald (b. Scotland, 1860) had immigrated to New South Wales, where he worked in 'some leading grocery stores', before commencing his own business at Kurradjong, which he operated for six years. In 1892, he arrived in Fremantle, where he established a business in High Street, which expanded during the gold boom period to include branches at East Fremantle and Kanowna. He was elected as an inaugural member of the East Fremantle Municipal Council (1897-1900), and served as Mayor (1900-03). He was elected as Member of the Legislative Assembly for Cockburn in 1901.⁴⁹

In November 1904, Joseph F. Allen, architect and civil engineer, of High Street, Fremantle, prepared plans and called tenders for the erection of three shops at Maylands, for F. McDonald, Esq., with the plans available for inspection at the architect's office or that of Messrs. Stewart and McDonald, Merchants, of Wellington Street, Perth. In December 1904, the tender of builder F. W. Spurr was accepted, and the shops were completed in 1905.⁵⁰

Joseph F. Allen (b. Cornwall, 1869), having served his indentures with architects Gordon McKinnon of Sydney, worked for five years with Rhodes & Co., civil engineers, before furthering his experience in that field with Henry Simon, Limited, milling engineers, as manager at their engineering shops. In 1896, 'encouraged by glowing reports' of the opportunities available during the Western Australian gold boom, Allen arrived in Fremantle, where, after a little over a year as assistant engineer in the civil service, he established his practice, working chiefly in the architectural field.⁵¹ In the pre-World War One period, his major commissions included East Fremantle Town Hall (RHP 00789), Fremantle Trades Hall, the International Order of Oddfellows (I. O. O. F.) Orphans Home at Cottesloe (Wanslea, RHP 00598), and Strelitz Bros. premises, Hay and Murray Streets, Perth. Allen's engineering work in this period included designing 'the only

46 Jim Meneely, telephone conversation with Robin Chinnery, 24 May 2006.

47 Certificates of Title Vol. CXXXVII Fol. 14 and Vol. CCXXV Fol. 6.

48 Certificate of Title Vol. CCXXV Fol. 6.

49 *Twentieth Century Impressions of Western Australia* P. W. H. Thiel & Co., Perth, 1901, fasc. edition Hesperian Press, Victoria Park, 2000, p. 33; and Lee, Jack *This is East Fremantle: The Story of a town and its people* Publication Printers, West Perth, November 1979, pp. 4-5, and p. 213.

50 *W. A. Mining, Building and Engineering Journal* 26 November and 10 December 1904.

51 Battye, J. S. *Cyclopedia of Western Australia* The Cyclopedia Company, Perth, 1912-13, Facsimile Edition Hesperian Press, Victoria Park, Western Australia, 1985, Vol. 1, pp. 566-67.

steel-built ship in the State' *S. S. Westralian*, whose building he supervised, and employment 'in the erection of the flour-mills at Geraldton.'⁵² Active in public life, he served as a Councillor (1903-09, 1915-31) and Mayor of East Fremantle (1909-14, 1931-33), as a Member of the Legislative Council (1914-20), and was an inaugural member of the Rottnest Island Board, of which he was Chairman from 1928, until his death in 1933. Allen Street, East Fremantle, was named in his honour.⁵³

From 1905-06 to 1907-08, the capital value of Lot 52 as per the Rate Books remained unchanged at £300.⁵⁴

On 29 September 1908, Lot 52 was transferred to Emilie Jane James, married woman, of Perth⁵⁵, under whose ownership the shops were leased to various tenants.⁵⁶ In 1908-09, the capital value of Lot 52 was £320.⁵⁷

In April 1923, Lot 52 was transferred to Joseph Luscombe, hairdresser, of 11 Central Avenue, Maylands, who died intestate in March 1924. On 24 June, Letters of Administration were granted to The West Australian Trustee Executor and Agency Company Limited of Perth, and Lot 52 was transferred to Walter Leo Donohoe, butcher, of 172 Railway Terrace, Maylands on 29 October 1924.⁵⁸ In 1935-36 and 1936-37, the capital value of Lot 52, on which four shops were recorded, was £900.⁵⁹ On 2 July 1953, Lot 52 was transferred to Beatrice Donohoe.⁶⁰ By 1954-55, the assessable capital value of the property, with shops at nos. 178, 180 and 182 Railway Terrace, and no. 90 Eighth Avenue, had been reduced to £610.⁶¹ The two shops fronting Eighth Avenue are believed to have been built during the ownership of the Donohoe family. Further research may ascertain the date of construction, which post-dates the aforementioned 1936 Sewerage Plan.

In the 1990s, when Lot 52 was in the ownership of Hai Luc et al, a business known as Simply Curry operated from the shop at no. 182.⁶² Conversion of the building to this use had included alterations to the shop front and replacing the timber floor with concrete in the portion to serve as the kitchen, probably to comply with health requirements. This shop has been most altered of those in the group nos. 178-182.

An Assessment by National Trust of Australia (WA) noted remnants of metal ceilings and decorative lead-lighting at nos. 178-180.⁶³

52 *ibid*, p. 567.

53 *ibid*; Lee, Jack *This is East Fremantle ...* op. cit., p. 176 and p. 213; Callow, Bruce 'Conservation Plan and Report on the Cultural Heritage Significance of Wanslea Children's Home', prepared for Building Management Authority and Department of Land Administration, 1994, pp. 121-131.

54 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1905-06, 1906-07, and 1907-08.

55 Certificate of Title CCXXV Fol. 6.

56 *Wise's Post Office Directory* 1910 to 1922.

57 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1908-09, p. 27.

58 Certificate of Title CCXXV Fol. 6.

59 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 285, 1935-36, p. 22 and Item 286, 1936-37, p. 22.

60 Certificate of Title CCXXV Fol. 6.

61 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, p. 31.

62 178 Whatley Crescent in City of Stirling Municipal Inventory op. cit.

63 Assessment Maylands Station Commercial Buildings Group, National Trust of Australia (WA), op. cit., p. 3.

In 1998, Lot 52 passed into the ownership of Texregal Pty Ltd of Maylands⁶⁴, which has continued to lease some of the shops to tenants whilst others have become vacant at various periods. Walls at no. 178 were re-plastered c. 2002. Other works implemented (2000-05) include installation of sewerage; removal of the former residential quarters at the rear of the shops; and making of the bitumen surfaced car park, which is accessed from Eighth Avenue.⁶⁵

In March 2003, a Caveat was lodged on a portion of the Lot by the Disability Services Commission.⁶⁶

In 2006, the City of Bayswater is considering a development application for nos. 178-194 Whatley Crescent. The shop at no. 178, remains vacant and in need of considerable repairs, having been subject to vandalism. HN 180 is tenanted by Cartridge World, which has leased the premises for about two years. HN 182 is currently vacant, having been considerably modified in the late twentieth century for use as a Curry House.⁶⁷

Lot 53, two single storey shops, HN 184 and 186 (c. 1903; demolished), and two single storey shops, HN 188 and 190 Whatley Crescent (1923; extant in 2006)

In 1902, Asher Salaman, of Perth, was registered as sole proprietor of Lot 53, one rood and two tenths perches in area, portion of Swan Location Y on deposited plan 1885, which he mortgaged in September, to secure the sum of £300, probably in order to build on the Lot.⁶⁸ In c. 1903, his business premises with residential quarters at the rear were erected, and he was recorded at Railway Terrace, Maylands, on the Electoral Roll for the Legislative Assembly and in *Wise's Post Office Directory* as storekeeper and Post Office, Railway Terrace, Maylands, in 1904.⁶⁹ In 1905-06, Rate Books recorded the capital value of Lot 53 at £200, which increased to £210 in 1906-07.⁷⁰ From October 1906, the premises were leased to James Knox, of Maylands, for three years at an annual rental of £104.⁷¹ In 1909, Knox purchased part of Lot 55.⁷² In 1914, Salaman was listed as piano importer, at Railway Terrace.⁷³

In December 1922, application was made for a building licence for builder T. J. Green to build two new shops, of brick construction, at a cost of £1,100, designed by well established architect Fred W. Upton, on Lot 53, for Asher Salaman, to adjoin the existing building. The plan shows each of the new shops was to be 16 ft. 4.5 ins. wide, 33 ft. 6 ins. deep and 12 ft. 6 ins. high, each with a door opening at the rear through to a room 12 ft. wide, 21 ft. deep and 12 ft. high, each having a fireplace on the rear wall. At the street front, there was to be a cantilever verandah (34 ft. x 10 ft. 6 ins.), and each of the rear rooms was to open to a

64 Certificate of Title Vol. 1159 Fol. 112.

65 Vince Bresland, of Texregal Pty Ltd, conversation with Robin Chinnery, 2 May 2006.

66 Certificate of Title Vol. 1159 Fol. 112.

67 Site visits, Robin Chinnery and Rosemary Rosario, May 2006.

68 Certificate of Title Vol. CCLII Fol. 183.

69 Electoral Roll for North Perth, Legislative Assembly, 1904, microfiche, Battye Library; and *Wise's Post Office Directory*, 1904, p. 198. Note: In 1901, Asher Salaman was at Maylands per Commonwealth Electoral Roll (microfiche, Battye Library) but no street address was noted.

70 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1905-06, p. 22, and 1908-09, p. 27.

71 Certificate of Title CCLII Fol. 183.

72 Certificate of Title Vol. 438 Fol. 193.

73 *Wise's Post Office Directory* 1914, p. 249.

verandah at the rear. The plan shows retention of the original e. c. (earth closet) and a new closet to be built.⁷⁴ In 1924, the two new shops were listed as nos. 190 and 192a, but they were later listed as nos. 188 and 190⁷⁵, as shown on a Sewerage Plan in 1936.⁷⁶

In 1935-36, Lot 53, one rood 5.2 perches in area, where there were four shops, was assessed with a capital value of £780, which was reduced to £725.⁷⁷

On 21 November 1937, Asher Salaman died. On 9 March 1938, probate of his Will was granted to the Equity Trustees Executors and Agency Company Limited of Bourke Street, Melbourne, and exemplification of said probate was sealed with the Seal of the Supreme Court of Western Australia in August 1938. On 7 June 1946, Lot 53 was transferred to Edward James Kenny, furniture dealer, and his wife, Rose Georgina Kenny, both of 192 Railway Terrace, Maylands. On 30 April 1948, Edward James Kenny died, and his widow became the sole proprietor through survivorship.⁷⁸ On 30 August 1949, Rose Georgina Kenny died intestate, and Letters of Administration were granted to Ellen Theresa Kenny, spinster, of 196 Railway Terrace on 12 December 1949.⁷⁹

On 20 December 1950, Lot 53 was transferred to Charles Edward Taylor, farmer, of Yuna via Geraldton. On 14 March 1951, it was transferred to John Murray Nisbet Dods, mine manager, of Bickley.⁸⁰ By 1954-55, the assessed capital value of Lot 53, with four shops (nos. 184, 186, 188 and 190) had been reduced to £530.⁸¹

On 30 October 1955, John Murray Nisbet Dods died, and probate of his Will was granted to one of the executors named, solicitor, Howard Vincent Reilly.⁸² On 23 April 1971, the Certificate of Title was cancelled and a new Certificate of Title issued.⁸³ Under the ownership of Tom the Cheap Grocer, the older shops (HN 184-186) were demolished.⁸⁴

In 1998, it passed into the ownership of Texregal Pty Ltd of Maylands, which also owns the adjoining Lot 52 and part Lot 54.⁸⁵ New ceilings were installed c. 1998-99. In the late twentieth and early twenty-first century, the shops were leased to tenants, including Jeni-An-Lampshades, which vacated no. 188 in 2005, since when it has been left vacant.⁸⁶

Lot 54, HN 192 and 194 (c. 1904; extant in 2006) and HN 196 Whatley Crescent (c. 1909, extant in 2006)

On 23 May 1903, William James White, of Maylands, was registered as sole proprietor of Lot 54, one rood and three and seven tenths perches in area, portion

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- 74 Perth Roads Board, SROWA AN 63 Acc. 1712/1, Item 926/1922. Note: Upton also designed a new shop for Salaman adjoining the cottage at Lot 31, Eighth Avenue. (ibid, Item 927/1922)
- 75 *Wise's Post Office Directory* 1924, p. 157, and 1930-1949; and
- 76 Metropolitan Sewerage, Maylands, SROWA Cons. 4156 Item 445, signed 4 June 1936.
- 77 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 285, 1935-36, p. 22.
- 78 Certificate of Title Vol. CCLII Fol. 183.
- 79 Certificate of Title Vol. CCLII Fol. 183.
- 80 Certificate of Title Vol. CCLII Fol. 183.
- 81 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.
- 82 Certificate of Title Vol. CCLII Fol. 183.
- 83 Certificate of Title Vol. CCLII Fol. 183.
- 84 Current owner, Vince Bresland, of Texregal Pty Ltd, op. cit.
- 85 Certificates of Title Vol. 479 Fol. 61A and Vol. 1159 Fol. 112.
- 86 Vince Bresland, of Texregal Pty Ltd, conversation with Robin Chinnery, 2 May 2006.

of Swan Location Y on deposited plan 1885, which fronted Railway Terrace.⁸⁷ On 1 July 1904, it was transferred to Peter Williams, newsagent, of Maylands, who mortgaged it to secure the sum of £450⁸⁸, probably to fund building of the shops and residential quarters on this Lot. In 1905, *Wise's Post Office Directory* lists Peter Williams, newsagent, at Railway Terrace for the first time, indicating the two single storey shops on Lot 54 (HN 192 and 194) were probably built c. 1904.⁸⁹

On 8 November 1906, Lot 54 was transferred from Peter Williams to Jane Foucher, married woman, of Maylands.⁹⁰ In 1906-07 and 1907-08, the capital value of the Lot was £200.⁹¹ In 1909, Lot 54 was sub-divided, the Certificate of Title for Lot 54 was cancelled, and the balance Certificate of Title was issued to Jane Foucher for part of Lot 54, 24 perches in area.⁹² In 1908-09, Rate Books noted sub-division of the Lot and the frontage of 36 ft. to the portion retained by Mrs. Foucher, which had a capital value of £220.⁹³ On 4 November 1912, this part of Lot 54 was transferred to Henry Taylor, railway employee, of Leederville.⁹⁴

On 8 December 1927, the transfer of part Lot 54 to Edward James Kenny, printer, of Railway Terrace, Maylands, was registered. On 28 July 1928, the transfer of this property to he and his wife, Rose Georgina Kenny, both of Railway Terrace, as joint tenants, was registered.⁹⁵ In 1935-36, part Lot 54, 24 perches in area, was assessed with a capital value of £365, which was reduced to £340.⁹⁶

On 30 April 1948, Edward James Kenny died, and his widow became the sole proprietor of part Lot 54 by survivorship.⁹⁷ On 30 August 1949, Rose Georgina Kenny died intestate, and Letters of Administration were granted to Ellen Theresa Kenny, spinster, of 196 Railway Terrace on 12 December 1949.⁹⁸ In November 1950, part Lot 55, HN 192 and 194, was transferred to Joseph Buby Bajada, merchant, and his wife, Olga Bajada, of West Perth, as joint tenants.⁹⁹ By 1954-55, the assessable capital value of part Lot 54, with two shops (nos. 192 and 194) had been reduced to £290.¹⁰⁰ In June 1955, the property was transferred to Thanas Liti, business manager, of Albany Highway, Victoria Park, who had previously acquired part of 55 (HN 198, 200-202) and Lot 56 (HN 206, 208a and 208).¹⁰¹ In June 1963, the Certificate of Title for part Lot 54 was cancelled, and a new Certificate of Title was issued.¹⁰²

In 1998, part Lot 54, nos. 192-194 Whatley Crescent, passed into the ownership of Texregal Pty Ltd of Maylands, which also owns the adjoining Lot 53 and also

87 Certificates of Title Vol. CCXVII Fol. 147 and Vol. 283 Fol. 137.

88 Certificate of Title Vol. CCXVII Fol. 147.

89 *Wise's Post Office Directory* 1905, p. 200.

90 Certificate of Title Vol. CCXVII Fol. 147.

91 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1906-07 and 1907-08.

92 Certificates of Title Vol. CCXVII Fol. 147 and Vol. 438 Fol. 193.

93 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1908-09, p. 17.

94 Certificate of Title Vol. 438 Fol. 193.

95 Certificate of Title Vol. 438 Fol. 193.

96 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 285, 1935-36, p. 22.

97 Certificate of Title Vol. 438 Fol. 193.

98 Certificate of Title Vol. 438 Fol. 193.

99 Certificate of Title Vol. 438 Fol. 193.

100 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.

101 Certificate of Title Vol. 438 Fol. 193.

102 Certificate of Title Vol. 438 Fol. 193.

Lot 52.¹⁰³ New ceilings were installed c. 1999. Some work has been carried out to the former residential quarters at the rear of no. 194, including re-plastering walls, treatment for termites, which had been wreaking damage, and securing the premises to prevent a recurrence of break-ins. Subsequent tenants have included Maylands Model Railways, which vacated no. 194 c. 2005. The shop was not re-let as it was intended that the property would be re-developed. In 2006, no. 192 continues to be leased to a vintage book seller.¹⁰⁴

Part Lot 54, HN 196 Whatley Crescent (c. 1909; extant in 2006)

On 8 March 1909, part of Lot 54, nineteen and six tenths perches in area, was transferred to James Knox, storekeeper, of Maylands, as sole proprietor, whose mortgage, registered on 10 May¹⁰⁵, was probably to secure funds for erection of the two storey building, with a shop at the ground floor and residential quarters above, at HN 196.

On 3 November 1933, part of Lot 54 was transferred from James Knox to Alfred Bowman Kidson, retired magistrate, and his wife, Constance Caroline Kidson of Adelaide Terrace, Perth, as joint tenants.¹⁰⁶

In 1935-36, part Lot 54 (i.e. no. 196) and part Lot 55, 19.6 perches and 11.3 perches in area, were recorded in Rate Books in Kidson's ownership, with two shops, assessed with a capital value of £435, which was reduced to £405.¹⁰⁷

On 23 May 1937, Alfred Bowman Kidson died, whereupon his widow became sole registered proprietor of part of Lot 54 by survivorship. She retained the property until she died intestate on 3 September 1940. Letters of Administration were granted on 17 December 1940, to her daughter, Ernestine Louisa Forbes Kidson, spinster, of Altona Street, West Perth. On 8 January 1948, part of Lot 54 was transferred to Edward James Kenny, storekeeper, and his wife, Rose Georgina Kenny (owners of the adjoining part Lot 55, HN 192 and 194), of 192 Railway Terrace, Maylands, as joint tenants.¹⁰⁸ On 30 April 1948, Edward James Kenny died, and his widow became the sole proprietor of part Lot 54 by survivorship.¹⁰⁹ On 30 August 1949, Rose Georgina Kenny died intestate, and Letters of Administration were granted to Ellen Theresa Kenny, spinster, of 196 Railway Terrace on 12 December 1949, who continued to reside there.¹¹⁰

Ellen 'Nellie' Kenny continued to reside at no. 196 and to operate her drapery business from the shop for many years.¹¹¹ By 1954-55, the assessable capital value of part Lot 54 (HN 196) was reduced to £240.¹¹² On 15 January 1959, the transfer of part Lot 54 to Ellen Theresa Kenny, spinster, of 196 Railway Terrace, was registered.¹¹³

103 Certificates of Title Vol. 479 Fol. 61A and Vol. 1159 Fol. 112.

104 Vince Bresland, of Texregal, conversation with Robin Chinnery, 2 May 2006.

105 Certificate of Title Vol. 438 Fol. 192.

106 Certificate of Title Vol. 438 Fol. 192.

107 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 285, 1935-36, p. 22.

108 Certificate of Title Vol. 438 Fol. 192.

109 Certificate of Title Vol. 438 Fol. 192.

110 Certificate of Title Vol. 438 Fol. 192.

111 *Wise's Post Office Directory* 1945 to 1949; Electoral Rolls Legislative Assembly, 1950 to 1960.

112 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.

113 Certificate of Title Vol. 438 Fol. 192.

During the Kenny family's ownership, a bathroom with a cement floor was installed at the first floor, the weight of which, together with the insertion of pipes, had a negative impact on the building. The outbuildings, including the laundry, remained extant into the twenty-first century.¹¹⁴

On 2 May 1967, the Certificate of Title was cancelled and a new Certificate of Title issued.¹¹⁵

For many years in the latter decades of the twentieth century, Chapel Funerals' funeral parlour occupied the shop premises at no. 196, adapting the premises to their particular needs.¹¹⁶

On 14 November 2002, designated as Lot 703, HN 196, was registered in the names of Mark John McGill and Gina Margaret McGill, of 196 Whatley Crescent. On 30 January 2006, HN 196 was transferred to Keith Arthur Archer and Glenn Raymond Bartels, as joint tenants.¹¹⁷ A photograph shows green coloured tiles to the shop front and floor of the shop entry, which had replaced the original tiles in the post-World War Two period. Signage on the window informs the previous tenant of no. 194, Maylands Model Railways, has re-located 'across the track', i.e. to Railway Parade.¹¹⁸ In 2006, the new owners of HN 196 have removed the timber-framed outbuildings, but later water closets have been left in situ for the time being. The owners are working to restore the main building for future use. Works to date include stripping back and restoring the shop front, with new tiles fixed; restoration of the tuck-pointed brick work at the ground floor level of the front facade; stripping of plywood paneling from the wall to the shop, which had been attacked by termites as had the lower portion of the stairs, and treating where necessary to eradicate termites. Timber floor boards have been exposed, and the ceiling to the shop removed as it was beyond repair. At the first floor, alterations and renovations are in progress. The Metters & Co. New Royal No. 11 wood stove in the kitchen at the first floor remains extant, and the kitchen continues in use for this purpose, the residence being occupied by a tenant.¹¹⁹

Lot 55, single storey shops, HN 198, 200-202 and, at rear, Station Master's House (fmr), and single storey shop, HN 204 Whatley Crescent

On 20 October 1900, the transfer of Lot 55, portion of Swan Location Y, on deposited plan 1885, one rood two and two tenths perches in area, from Gold Estates of Australia to the Crown was registered.¹²⁰ The Lot fronted Railway Terrace, directly across the road from the railway station, providing a convenient location for the proposed Station Master's House.

In 1901-02, plans were prepared for the erection of four new Station Master's Houses at railway stations on the Fremantle-Guildford railway line, including Karrakatta, Maylands, Bayswater and Bellevue, and the re-location of the existing house at Burswood. The proposed Station Master's House was a standard plan, with a front verandah. There were two bedrooms at the right side and the sitting room and dining room at the left of a central passage that led through to the rear

114 Keith Archer, present owner, conversation with Robin Chinnery, 13 May 2006.

115 Certificate of Title Vol. 438 Fol. 192.

116 Current joint owner, Keith Archer, conversation with Robin Chinnery, 13 May 2006.

117 Certificates of Title Vol. 438 Fol. 192 and Vol. 25 Fol. 7A.

118 Photograph, courtesy Keith Archer, 2006.

119 Keith Archer op. cit.; and site visit, Robin Chinnery and Rosemary Rosario, 13 May 2006.

120 Certificates of Title Vol. LXXIII Fol. 152 and Vol. CLXXXIII Fol. 184.

verandah, with the kitchen at the right and the pantry and bathroom at the left, and a centrally positioned door opening to the rear yard. Two, 1,000 gallon water tanks on timber stands were shown at the rear near the kitchen and the bathroom. Foundations were to be of stone construction, and the houses were to be of brick and timber construction with an iron roof.¹²¹

The site plan for the Station Master's House to be erected at Maylands shows a right-of-way extending along the rear of Lots 52,53, 54, 55 and 56. There is a three rail split fence on each of the side boundaries to Lot 55, that at the southern being 176 ft. 6 ins. in length, and that at the northern side being 170 ft. 9 ins. The southern end of the front verandah is shown as 12 ft. from the southern boundary. A gravel footpath leads from the front entrance to a pedestrian gate in the picket fence at the front boundary, where the Lot is 66 ft. 3 ins. wide. Towards the northern boundary, a pair of double gates open from the street into the front yard. In the rear yard, some distance from the house, the outbuildings comprise a woodshed and a latrine near the southern boundary.¹²²

On 22 July 1902, the site at Lot 55 was pegged out for the proposed Station Master's House; and the building was completed by 29 November, when the final payment of four payments totaling £529 6s. 6d was made.¹²³

In 1922, a request from the Maylands Progress Association to Perth Roads Board to apply to the railway authorities 'with a view to having the Station Master's Residence removed' from its location in Railway Terrace, because in the view of the Association "in its present situation it forms a break in the continuity of business premises" was declined.¹²⁴ Further research would be required to establish whether this request influenced the decision to dispose of Lot 55, which was transferred to Mrs. Ellen Knox, wife of grocer James Knox, of 181 Railway Parade, on 31 May 1923.¹²⁵

In March 1938, it was noted on the site plan of the Station Master's House at Maylands that 'This house was exchanged for house on lot 156 Ninth Avenue.'¹²⁶

Part Lot 55, single storey shops, HN 198, 200-202 (1923), and at rear, Station Master's House (fmr) (1902)

On 11 July 1923, Ellen Knox applied for a building licence to erect three shops at part Lot 55. The design plan by well known architect F. W. Upton shows the three shops to the fore of the existing Station Master's House, which was to be retained.¹²⁷ Upton, who had been established in Western Australia since the early 1900s, had previously designed numerous residences, shop buildings, and public buildings in Perth and country towns.¹²⁸

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- 121 Station Master's House Contract, Drawing No. 8, E.E.L. Plan No. 5254, in WAGR Karrakatta, Burswood, Maylands, Bayswater, and Bellevue Stations, Station Master's Houses Contract, Maylands, SROWA Acc. 1781/5254, 1902.
- 122 Site plan, Station Master's House, Maylands in *ibid*.
- 123 Notes re contract Maylands Station Master's House in *ibid*.
- 124 Cooper, W. S. and McDonald, G. *Diversity's Challenge: A History of the City of Stirling* City of Stirling, Western Australia, 1999, p. 247.
- 125 Certificate of Title Vol. CLXXXIII Fol. 184
- 126 Site plan, Station Master's House, Maylands *op. cit*.
- 127 Building Application 1053, Perth Road Board District, AN 63 Acc. 1712/1, 11 July 1923.
- 128 *W. A. Mining, Building and Engineering Journal* 1904-17. For example, Upton's design work in 1910, included a large block of business premises in Hay Street, a large residence in King's Park Road, West Perth; two shops at Goomalling; and the Mechanics' Institute at Onslow (*ibid*, 5 March, 2 July, 1 and 15

The plan shows the rear of each of the three shops adjoined the front verandah of the existing house, and a cantilever verandah extended across the frontage of all three shops at Railway Terrace. The siting of the existing dwelling governed the dimensions of the proposed shops, whose internal measurements were as follows: no. 198, 15 ft. 8 ins. wide, 27 ft. 8 ins. on the south wall and 26 ft. 6 ins. on the north wall; no. 200, 17 ft. wide, 26 ft. 5 ins. on the south wall and 24 ft. 10 ins. on the north wall; no. 202, 24 ft. 9 ins. on the south wall and 23 ft. 6 ins. on the north wall. At the rear of no. 200, a door opened through to the front verandah of the existing house; whilst at nos. 198 and 202, a door at the rear opened to the yard at either side of the existing house.¹²⁹

On 31 July 1923, the transfer of a portion of Lot 55, 30 and nine tenths perches in area, to Ellen Knox, wife of James Knox, grocer, of 181 Railway Parade, Maylands, was registered, who mortgaged the property next day, probably to enable the proposed building¹³⁰, which was duly erected. In 1924, the first occupiers of the new shops were listed as follows: no. 196a, Herbert Thistlewaite, tailor (also listed at no. 200); no. 198a, Albert V. Kirby, watchmaker and jeweller; no. 202a, Mrs. S. E. Harpon, confectioner and tea-rooms.¹³¹

In 1935-36, part Lot 55, with three shops, was assessed with a capital value of £410, which was reduced to £385.¹³² In March 1946, part of Lot 55, was transferred from Ellen Knox to Edgar Pavy, grocer, of 200 Railway Terrace, Maylands¹³³, who had been leasing the premises, where he continued to operate his business into the 1950s. On 3 August 1953, part of Lot 55, was transferred to Thanas 'Arthur' Liti (Litis) grocer and green grocer, of 7 Merton Street, Victoria Park, owner of Lot 56 (HN 206, 208a and 208 Railway Terrace).¹³⁴ By 1954-55, the assessable capital value of part Lot 55 had been reduced to £385.¹³⁵ On 1 December 1966, it was transferred to Arthur and Iris Litis' daughter, Athena Gotjamanos.¹³⁶ On 10 October 1980, part of Lot 55 was transferred to Francesco Antonio Sorgiovanni and Pietro Fragomeni, business proprietors, both of William Street, Mount Lawley, as tenants in common in equal shares.¹³⁷ On 20 March 1986, the Certificate of Title was cancelled, and a new Certificate of Title issued.¹³⁸

In July 2002, nos. 198-202 Whatley Crescent, were registered in the name of Adam Christopher Karanikis, of Mount Lawley.¹³⁹ Subsequently, the shops and Station Master's House (fmr) have been renovated, retaining original fabric so far as possible, including fireplaces and mantle shelves in the former residential quarters, and returned to use as commercial premises, receiving a Heritage Award from the City of Bayswater in 2005, for Adaptive Re-use of a heritage

October 1910)

129 Building Application 1053, Perth Road Board District, SROWA AN 63 Acc. 1712/1, 11 July 1923.

130 Certificates of Title Vol. CLXXXIII Fol. 184 and Vol. 837 Fol. 56.

131 *Wise's Post Office Directory* 1926, p. 147.

132 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 285, 1935-36, p. 22.

133 Certificate of Title Vol. 837 Fol. 56.

134 Certificate of Title Vol. 837 Fol. 56.

135 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.

136 Certificate of Title Vol. 837 Fol. 56.

137 Certificate of Title Vol. 837 Fol. 56.

138 Certificate of Title Vol. 837 Fol. 56.

139 Certificate of Title Vol. 1723 Fol. 808.

building.¹⁴⁰ In 2006, the premises are leased to Metro Health & Medicine, which utilises spaces in such a way that the original intent of each area remains legible.¹⁴¹

Part Lot 55, single-storey shop, HN 204 Whatley Cres. (1924; extant 2006)

On 31 July 1923, the transfer of a portion of Lot 55, eleven and three tenths perches in area, to Elliott Ross, bootmaker, of Eighth Avenue, Maylands, was registered.¹⁴² In February 1924, application was made for a building licence for erection of a single shop, 16 ft. wide and 24 ft. deep, which was designed and built by J. R. Clark at a cost of £350.¹⁴³

On 9 October 1933, part of Lot 54 was transferred from Elliott Ross to Alfred Bowman Kidson, barrister and solicitor, and his wife, Constance Caroline Kidson, of Adelaide Terrace, Perth, as joint tenants.¹⁴⁴ On 23 May 1937, Alfred Bowman Kidson died. His widow, who became sole registered proprietor of part of Lot 55 by survivorship, retained it until her death on 3 September 1940. She died intestate, so Letters of Administration were granted to her daughter, Ernestine Louisa Forbes Kidson, spinster, of Altona Street, West Perth on 17 December, under whose administration the Lot remained until her death on 26 July 1963.¹⁴⁵

In the World War Two period, through into the 1960s, the shop at HN 204 was occupied by a men's hairdresser and tobacconist, later recorded as a barber's shop.¹⁴⁶ By 1954-55, the capital value as per the Rate Books of part Lot 55, with one shop (no. 204) had been reduced to £144.¹⁴⁷

On 26 July 1965, Letters of Administration of the un-administered estate of Constance Caroline Kidson were granted to Reginald Ainslie Forbes Kidson, retired mercantile manager, of 15 Altona Street, West Perth. On 12 August 1965, part Lot 55 was transferred to Peter Charles Bloxham, barber, of 204 Railway Terrace, who continued to own and occupy the shop until May 1974, when it was transferred to Neville Jenkins, Real Estate Agent, of Eighth Avenue, Maylands. On 7 November 1975, it was sold to Christos Vournagos, fitter, of Redcliffe¹⁴⁸, who leased it to a tenant, Eric Webb, who for many years operated the Tent Shop from the premises, and subsequently The Antique Oil Lamp Shop, which he continues in 2006.¹⁴⁹ In this 30 year period, there has been little change to the rearmost portion of what was originally the residential quarters, which serves as office and storage space for his business, since the wall between the shop and residence was removed to enlarge the shop space in the 1970s.¹⁵⁰

From 1988, HN 204, part Lot 55, passed through a number of ownerships, being transferred to Gianni Sirio Ripani, investor, of Leederville, on 9 May 1988; Evergreen Pty. Ltd. of Seventh Avenue, Maylands, on 27 November 1992; Judith

140 Award displayed at 198-202 Whatley Crescent.

141 Site visit, Robin Chinnery and Rosemary Rosario, May 2006.

142 Certificate of Title Vol. 837 Fol. 55.

143 Perth Roads Board Building Licence Applications SROWA AN 63 Acc. 1712/1 Application no. 1257/ 1924.

144 Certificate of Title Vol. 837 Fol. 55.

145 Certificate of Title Vol. 837 Fol. 55.

146 *Wise's Post Office Directory* 1949, p. 195.

147 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.

148 Certificate of Title Vol. 837 Fol. 55.

149 Eric Webb, of The Antique and Oil Lamp Shop, conversations with Robin Chinnery and Rosemary Rosario, May 2006.

150 Eric Webb, conversation with Robin Chinnery, on site visit, May 2006.

Anne Buckland of Kenwick, on 9 December 1997; and Rosina and Frederick David, of Noranda, on 29 June 1999, who continue in ownership in 2006.¹⁵¹

Lot 56, single storey shops, HN 206 and 208a (c. 1911?); and two storey shop and residence, HN 208 (c. 1903-04), all extant in 2006

On 12 February 1901, John Davies, John Treggerthen Short, Thomas Patterson and Charles Samuel Toppin, of Perth, were registered as tenants in common in equal shares of Lot 56, portion of Swan Location Y, on deposited plan 1885, one rood and seven tenths of a perch in area, with frontage to Railway Terrace and a side boundary to Ninth Avenue.¹⁵²

Davies (b. Wales, 1858) having risen to become general manager of the Central Wales and Caermathen Junction Railway Company, had accepted the offer of the position of General Manager of Railways of Western Australia in 1892.¹⁵³ Toppin (b. Ireland, 1866) had arrived in Western Australia in 1887, to take up a clerical appointment with the Western Australian Land Company, which was to construct the Great Southern Railway from Beverley to Albany on the land grant system, and rose to accountant in 1891. Short (b. 1858, Ireland, arr. South Australia, 1877) had served in the Railways Department in South Australia (1878-89) before coming to Western Australia in 1889, to superintend the traffic branch of the Great Southern Railway. In early 1897, after the Government purchased the Land Company's concession and took over the Great Southern Railway, Short was appointed Chief Traffic Manager of Western Australian Government Railways (W.A.G.R.), when John Davies was promoted to General Manager, W.A.G.R., and Toppin came to Perth to serve as sub-accountant in the head office of the W.A.G.R. In 1900, he was appointed assistant accountant, and then acting chief accountant in July 1903, before being appointed as Auditor-General for Western Australia and Deputy Auditor-General for the Commonwealth in February 1904.¹⁵⁴

On 2 September 1903, the transfer of Lot 56 to John Morrison Wishart, greengrocer, of Maylands, was registered.¹⁵⁵ To date, it has not been possible to ascertain whether the buildings were erected on Lot 56 for him or for the previous owners, as Wishart was first listed at Maylands in *Wise's Post Office Directory* in 1905¹⁵⁶, indicating the shops and residence on Lot 56 (HN 206, 208a and 208) were possibly built c. 1903-04. In 1905-06, the capital value of this Lot was £200, rising to £210 in 1906-07, and to £220 in 1908-09.¹⁵⁷ Wishart operated his green grocery business from his conveniently located store at the corner of Railway Terrace and Ninth Avenue for many years.¹⁵⁸

In late 1911, Wishart mortgaged Lot 56 to secure the sum of an aggregate of not more than £1,000.¹⁵⁹ The purpose for which he obtained the mortgage is not

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- 151 *ibid*; and Certificate of Title Vol. 837 Fol. 55.
152 Certificates of Title Vol. CXXXVII Fol. 14 and Vol. CCIX Fol. 183.
153 *Twentieth Century Impressions of Western Australia* P. W. H. Thiel & Co., Perth, 1901, fasc. edition Hesperian Press, Victoria Park, 2000) pp. 118-119.
154 Erickson, Rica (Ed.) *Bicentennial Dictionary of Western Australians pre-1829-1888* University of Western Australia Press, Nedlands, 1988, Vol. IV, p. 3086; and Battye, J. S. *op. cit.*, Vol. 1 p. 420 and p. 467.
155 Certificates of Title Vol. CCIX Fol. 183 and Vol. 283 Fol. 137.
156 *Wise's Post Office Directory* 1905, p. 200.
157 Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, 1905-06 to 1908-09.
158 *Wise's Post Office Directory* 1908 to 1928.
159 Certificate of Title Vol. 283 Fol. 137.

known. However, it is possible that it was around this time that the single storey shops HN 206 and 208a were constructed.

On 27 January 1928, John Morrison Wishart died. On 28 February, Probate of his Will was granted to the Executor his widow, Beatrice Wishart, of Railway Terrace, Maylands, to whom the place was transferred on 20 March 1928.¹⁶⁰ The corner shop continued to operate as a green grocery in the inter-war period, when it was leased to tenants.¹⁶¹ In 1935-36, Lot 56 was assessed with a capital value of £615, which was reduced to £570. The capital value was further reduced to £500 in 1938-39.¹⁶² Beatrice Wishart retained ownership of Lot 56 until March 1946, when the property was transferred to Edgar Pavy, grocer, of 200 Railway Terrace, Maylands.¹⁶³ On 2 March 1949, Lot 56 was transferred to Thanas Liti, storekeeper, of 7 Merton Street, Victoria Park, who would own it for 57 years, the longest standing ownership of any the Lots which comprise *Whatley Crescent Group, Maylands*.¹⁶⁴

In March 1954, a building permit was issued for Lot 56, but no further details were recorded in the Rate Book. By 1954-55, the capital value as per Rate Books of Lot 56, with three shops (nos.206, 208a and 208) had been reduced to £580.¹⁶⁵ On 14 January 1964, the Certificate of Title for Lot 56 was cancelled, and a new Certificate of Title was issued.¹⁶⁶ The property has continued in the ownership of Arthur Litis Nominees Pty Ltd¹⁶⁷ In 2006, nos. 206, 208a and 208, have been offered for sale, and the property was sold recently to a businessman who is believed to have an interest in the conservation of heritage buildings.¹⁶⁸ The shops at nos. 206 and 208a are currently vacant, whilst the corner shop at no. 208 is leased to Living Art Tattoo, and the residence at the rear and first floor continues to be occupied as a residence by a long term tenant, who has resided there for some six years.¹⁶⁹

13.2 PHYSICAL EVIDENCE

Whatley Crescent Group, Maylands, located on the southwestern side of Whatley Crescent (formerly Railway Terrace), opposite the Maylands Railway Station and between Eighth and Ninth Avenues Maylands; comprises a row of commercial premises constructed between 1902 and 1924. The group includes six single storey and two double storey commercial buildings; comprising a total of fifteen commercial premises (shops). The site also includes two shops of more recent origin that address Eighth Avenue, a cottage attached to the rear of HN 208 Whatley Crescent that addresses Ninth Avenue, and various remnants of residential buildings that remain extant at the rear of the existing shops. This includes the former Maylands Station Master's house, located at the rear of HN 198 – 202, on lot 55.

¹⁶⁰ Certificate of Title Vol. 283 Fol. 137.

¹⁶¹ *Wise's Post Office Directory* 1929 to 1945.

¹⁶² Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Items 285 (1935-36), 286 (1936-37) and 288 (1938-39), p. 22.

¹⁶³ Certificate of Title Vol. 283 Fol. 137.

¹⁶⁴ Certificate of Title Vol. 283 Fol. 137; and Athena Meneely (nee Litis) telephone conversation with Robin Chinnery, May 2006.

¹⁶⁵ Rate Books, Maylands Ward, Perth Roads Board, SROWA AN 63 Acc. 1717, Item 304, 1954-55, p. 22.

¹⁶⁶ Certificate of Title Vol. 283 Fol. 137.

¹⁶⁷ Certificate of Title Vol. 1279 Fol. 698.

¹⁶⁸ Jim Meneely, telephone conversation with Robin Chinnery, 24 May 2006.

¹⁶⁹ Site visits, Robin Chinnery and Rosemary Rosario, May 2006.

All the shops are built with a zero setback from the Whatley Crescent boundary, with various sheds, stores and ancillary structures in the yards behind. All the shop-fronts address Whatley Crescent and all have awnings over the footpath. There is an open space between HN 182 and HN 188 where two former commercial buildings that completed the group, have been demolished.

The land comprises lots 52; 53; 703 and 704 (formerly lot 54); 55; 0 and 56 Whatley Crescent, covering a total site area of 5,515sqm. The site is bounded to the southwest by Eighth Avenue, to the north west by Whatley Crescent, to the north east by Ninth Avenue and to the south east by a right of way that extends from Ninth Avenue to the rear of lot 703. Lots 704, 53 and 52 adjoin commercial lots fronting Eighth Avenue, linking *Whatley Crescent Group, Maylands* to this shopping street.

Whatley Crescent Group, Maylands comprises a row of shops of similar scale and size. All but one of the shops has re-entrant doors, many have original tessellated tiled thresholds and most have original metal-framed shop-fronts and original timber paneled doors. All the buildings have parapets, some with decorative pediments. The masonry elements are generally painted and there is considerable continuity of presentation between the elements that comprise the group. At the rear, the boundaries between the lots are generally fenced with cyclone mesh fencing on steel posts. There are double gates to several of the premises to secure parking areas and storage facilities. The open ground facing Eighth Avenue and Whatley Crescent that mainly comprises lots 52 and 53, is similarly fenced. There are several toilet blocks behind the buildings. Only the water closet at the rear boundary of lot 0 however is a remnant of earlier times. Other similar water closets that were originally located on the rear boundary of the other lots are not extant.

Lot 52, Comprising Premises at HN 178, 180 and 182 Whatley Crescent

Lot 52 comprising an area of 1179sqm, contains two commercial buildings. These are firstly a single storey building on the corner of Whatley Crescent and Eighth Avenue comprising three shops, or commercial premises built in 1905. The second building addresses Eighth Avenue and comprises two shops, or commercial premises, and was probably built circa 1940s or 50s.

The building on the corner of Eighth Avenue and Whatley Crescent comprises premises HN 178, 180 and 182. HN 178 addresses the corner of the site while HN 180 and 182 have shop-fronts onto Whatley Crescent. The building is painted masonry and built to a zero setback from both street boundaries. There is a painted masonry parapet to the street elevations with a pediment over the truncated corner and a second over the entrance to HN 180. The parapet and pediments feature simplified classical elements including engaged piers, a rendered stringcourse and embellishments. There is a damaged, flat steel framed awning around both street elevations. The roof is a skillion form clad with metal behind the parapet. The style of the building is typical of small commercial buildings of the period and includes elements that could best be described as influenced by the Federation Free Classical style.¹⁷⁰

The premises at HN 178 comprises a single shop with a painted, metal -framed shop-front; with a re-entrant door that addresses the corner. There is evidence of

¹⁷⁰ Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989, p.106.

either copper or a copper coloured finish to the metal shop front. The shop front originally contained decorative lead-lights, some of which are missing. The door is timber framed with a glazed panel and a fanlight featuring six small glass panes in a timber frame. The shop-front also includes metal-framed obscure glass highlights. The re-entrant door has a concrete threshold with a recess where a mat was formerly fitted; however this is not extant. Internally HN 178 comprises two main rooms and a lean-to addition at the rear. The main space has a timber floor, painted plaster walls, a fluted iron ceiling and an unusual deep timber cornice with distinctive round markings. This space has two double hung windows, one onto Eighth Avenue, the other to the rear. There is an original door to the back yard that has an obscure glass fanlight.

There is a second room accessed from the first with most of the intervening wall removed. This room has a more recent window onto Eighth Avenue and opens onto a timber framed, fibrous cement lean-to at the back.

The premises at HN 180 comprises a single shop with an original painted timber framed shop-front with a re-entrant with recent brick paved threshold. Internally the building comprises a single space with timber floorboards, painted plaster walls and a fluted iron ceiling and timber cornice that matches the cornice at HN 178. There are two window or door openings to the rear yard area.

The premises at HN 182 comprises a single shop with a recent timber framed shop front. The shop has recent fittings and finishes and is the only one of the group that does not have a re-entrant door. There are former window or door openings to the rear yard.

The two shops that address Eighth Avenue are more recent than the group addressing Whatley Crescent. They are constructed of autumn blend bricks with a simple parapet with vertical decorative band reminiscent of the Inter-War Functionalist style of architecture.¹⁷¹ The flat awning extends across both shop fronts. The shop-fronts are steel framed and flat to the street and internal finishes are concrete slab, plaster finish to walls and suspended ceiling panels. The building has a store at the back and a metal skillion roof. There is an area of concrete slabs at the rear.

Between the Eighth Avenue shops and the corner building is a bitumen sealed carpark. The remainder of the land is rough with low grass and scrub. There is no evidence of former outbuildings or additions that are no longer extant.

At the time of inspection one shop was used as a technical supplies store and the others were vacant. The buildings are in fair condition, however the shop-front to HN 178 is damaged. The shops addressing Eighth Avenue are in fair to good condition. One is used by a government agency and the other is vacant.

Lot 53, Comprising Premises at HN 188 and 190 Whatley Crescent

Lot 53 comprises an area of 1,143sqm. It is mainly open ground with low grass and scrub and includes the site of former buildings facing Whatley Crescent that are no longer extant. The space between HN 182 and HN188 is fenced with cyclone mesh on a steel frame. There is a gate onto the Whatley Crescent footpath. The lot also includes a building addressing Whatley Crescent occupied by two shops, HN 188 and 190 Whatley Crescent.

171 Ibid. p.186.

The building that comprises HN 188 and HN 190 was constructed in 1923. It is a painted masonry building and has a rectangular parapet concealing a skillion roof, a bull nose custom orb profile corrugated iron awning on semi-circular steel cantilevered supports and comprises two shops. The parapet has three engaged piers and a series of decorative stringcourses. The style of the building shows evidence of the Federation Free style.¹⁷²

The shop fronts are identical and feature re-entrant doors with original black and white tessellated tiled thresholds. The doors are timber with six horizontal panels per door. The shop-fronts are metal with a bronze finish and the glazed highlights are obscure glass. The sections of wall below and between the shop-fronts are tiled with red tiles with a green border. The tiles are probably original. Internally these shops are simply finished with timber floors, plaster to walls and plain ceilings.

The southwest elevation onto the space between HN 182 and HN 188 has a stepped parapet and there is evidence of the removal of a former structure from the back elevation. Both shops have double hung sash windows or doors that open to the rear.

There is no evidence of former outbuildings that previously existed on the lot.

At the time of inspection one shop was used as an art gallery and the other was vacant.

Lot 704 (Part former Lot 54), Comprising Premises at HN 192 and 194 Whatley Crescent

Lot 704 comprises a site area of 607sm and is located adjacent to lot 53. There is no fence or other structure marking the boundary. The lot comprises scrub and rough grass apart from the section occupied by the pair of shops fronting Whatley Crescent. Approximately centrally on the lot is a masonry toilet block with an overgrowth of trees concealing it from general view. The boundary to the adjacent lot 703 is fenced.

The building that comprises HN 192 and HN 194 on lot 53, was built in 1904 and exhibits influences of the Federation Free style.¹⁷³ The building is single storey, constructed of painted masonry with a rectangular parapet concealing a skillion roof. The awning over the footpath is flat. The shop fronts were originally identical but have minor variations as a result of alterations that have been made to the building. They feature re-entrant doors with original black and white tessellated tiled thresholds. The doors are timber framed with glazed panels. The shop-fronts are metal with a bronze finish and the glazed highlights are obscure glass. The sections of wall below and between the shop-fronts are tiled. HN 192 has blue and red tiles that may be original while tiles on the façade of HN 194 have been painted over.

At the back of the two shops are two dilapidated structures that appear to contain remnants of former cottages that may have been extant on the site before the shops were built. They are timber framed and clad with a mix of weatherboard and galvanized iron sheet. They have hipped roofs with galvanized iron cladding with extensive areas of rust. Both roofs have brick chimneys. The chimney to HN 194 has a terracotta pot.

172 Ibid. p.136.

173 Ibid. p.136,

Internally these shops are simply finished with timber floors, plaster to walls and battened plasterboard paneled ceilings. At the rear of the shop at HN 194 a door opens into an enclosed space that is lined with corrugated galvanized steel and has concrete slabs on the floor. The space opens into the rooms of a former cottage located behind the shop. The former cottage comprises two rooms that have had the dividing wall removed to create a single open space. The original chimney remains however and there is a Metters stove in one of the former rooms. The internal walls are painted, floors are timber boards and the ceiling is plasterboard with a simple scotia cornice. There two double hung sash windows that have been covered with corrugated galvanized steel. The section of former cottage behind HN 192 was not available for inspection but is used as a store.

At the time of inspection one shop was used as a bookstore and the other was vacant.

Lot 703 (Part former Lot 54), Comprising Premises at HN 196 Whatley Crescent

Lot 703 comprising a site area of 496sqm is located adjacent to lot 704 and is separated from it by a cyclone mesh fence on a steel frame approximately 2m high. The fence encloses the whole of the back yard area with a pair of cyclone mesh double gates at the back accessing the right of way. The back yard is paved with concrete slabs. There is a concrete block toilet in the back yard and a timber framed pergola. A timber flight of steps leads up from the yard to a door on the half landing of the internal stairs.

Lot 703 contains a two-storey building that comprises a single former shop, HN 198 and dates from circa 1909. The building has a restored timber framed shop front with a pair of timber framed re-entrant doors, black and white tessellated tiles to the threshold and recent black tiles below the shop-front window. Below the flat awning the remainder of the masonry sections of the building have been restored to tuck-pointed brick. At first floor level the façade of the building is painted masonry with a parapet and decorative pediment with Italianate stylistic influences. The three original openings have recent aluminium framed windows. At the sides, the external fabric of the building is brick and at the rear the external wall is rendered. The corrugated iron or galvanized steel roof is hipped with brick chimneys extant. The style of the building is best described as showing the influence of the Federation Free Classical style.¹⁷⁴

Internally the building comprises a single open space at ground floor level with living quarters above. The floor is 125mm wide timber floorboards, the walls are painted bonded brick and the original fluted iron ceiling has been removed to reveal the underside of the first floor structure. There are four timber columns within the space located to support steel beams that are supporting the first floor. The two columns closest to the door have markings to indicate the location of a former counter. There is a trap-door in the floor under the stairs that conceals a concrete lined space that may have been used for secure storage. There is an original timber paneled door and a double hung sash window at the aback of the ground floor area opening onto the yard and a door on the north eastern side opening to the alley between HN 196 and HN 198.

The timber staircase is located in the south east corner of the shop and is finely detailed with timber balustrade and turned posts to the balustrade. There is an

174 Ibid. p.104.

external door on the half landing leading to the external stairs. At first floor level the original floor plan comprised a central passage with rooms on either side, however some of the walls have been removed to create open areas. The first floor now contains three original rooms and two areas where the wall to the passage has been removed. The room at the top of the stairs is a kitchen and features a Metters stove and a double hung sash window overlooking the yard. Opposite the kitchen the original room has been divided to create a bathroom. The concrete floor and all fittings are recent. The adjacent room retains the original fireplace surround, original door and double hung sash window. All the ceilings and internal walls are original lathe and plaster and the floor is Oregon. Original doors and windows to Whatley Crescent at first floor level are not extant. At the time of inspection the building was under restoration.

Lot 55, Comprising Premises at HN 198, 200 and 202 Whatley Crescent

Lot 55 comprises an area of 781sqm and is located adjacent to lot 703 and is separated by a cyclone mesh fence on steel posts. A similar fence separates the property from lot 0 on the other side and extends to the rear boundary where a pair of cyclone mesh gates provide access to the back yard. The yard is grassed and there is a large rectangular galvanized iron, hipped roof shed in the yard. There is a galvanized iron fence approximately half way up the back yard enclosing the area around the back of the building.

Lot 55 contains two buildings. At the front, addressing Whatley Crescent is a single storey building comprising three shops constructed in 1923. At the back this building is attached to the front of the former Maylands Station Master's house constructed in 1902. The house is no longer visible from the road but remains substantially intact internally. The Station Master's house has a small skillion roofed addition and a verandah that opens onto the backyard.

The building addressing Whatley Crescent is a single storey masonry structure with a parapet and pediment featuring engaged piers, string courses, urns and scrolled embellishments. The building is painted purple with details picked out in white. The parapet conceals a metal skillion roof behind. There is a flat awning across all three shop-fronts. The three shop fronts are identical and feature painted metal frames, re-entrant doors with timber-paneled doors, original tessellated tiled thresholds and obscure glass to high-lights. Internally the shops are simply finished, with carpet on timber boards, plaster walls and battened ceilings. The building is influenced by the Federation Free style.¹⁷⁵

The central shop, HN 200 opens onto the now enclosed front verandah of the former Station Master's house. This remains substantially intact. It is a painted masonry building with a hipped metal clad roof and brick chimneys. In the plan the building comprises a central passage and two rooms on either side opening into the former back porch and kitchen area. The passage and four rooms at the front of the building are substantially intact and feature original double hung sash windows, original paneled doors, ceiling roses, fireplaces and skirtings. At the back the kitchen remains in its original location but the back porch has been enclosed and extended. Detailed inspection of the premises was not possible, however the place appears to be substantially intact and in good condition.

175 Ibid. p.136.

At the time of inspection, the two of the shops were occupied by a natural health clinic and the third was vacant. The former Station Master's house was used by the clinic.

Lot 0, Comprising Premises at HN 204 Whatley Crescent

Lot 0 was formerly part of lot 55 and comprises an area of 286sqm. It is separated from lot 55 and lot 56 by corrugated iron sheet fencing. The back yard area is grassed and there is a recent metal shed towards the main building and a rendered brick and corrugated iron water-closet near the boundary with the rear lane. The lot contains a single shop addressing Whatley Crescent. There is a timber framed and corrugated iron clad structure at the rear of the shop that comprises remnants of former residential quarters.

Lot 0 contains a painted masonry building with one shop front addressing Whatley Crescent identified as HN 204 built in 1934. It is a single storey building with a parapet matching the parapet of the adjacent shops (HN 198 – 202 Whatley Crescent). The shop front has re-entrant doors, original tessellated tiled threshold, metal framed shop-front, obscure glass high-lights and an original timber paneled door.

The interior of shop HN 204 has carpeted floor, painted plaster walls and a flat panel battened ceiling. About half way back through the shop the dividing wall has been removed to increase the interior area. Nibs remain where the wall has been removed. There is a timber framed double hung sash window to the back yard. From the main shop area the wall to the former residence has also been removed. The corrugated iron clad structure comprises two rooms and a lean-to and is used for ancillary purposes associated with the shop.

The shop is used as an antique lamp shop and the rear area is used for restoration and office purposes.

Lot 56, Comprising Premises at HN 206, 208a and 208 Whatley Crescent

Lot 56 has a site area of 1,023sqm and has street frontages on Whatley Crescent and Ninth Avenue. The lot contains a single storey commercial building comprising a pair of shops (HN 206 and 208a Whatley Crescent) built circa 1911, a double storey commercial building addressing Whatley Crescent (HN 208 Whatley Crescent) with a single storey cottage at the back addressing Ninth Avenue. These are identified as 208 Whatley Crescent, and were built in 1903/4.

At the rear of the single storey building are two recent brick stores with metal deck roofs. The backyard is bitumen sealed and there is no back fence. The area behind HN 208 Whatley Crescent has corrugated fibrous cement fencing enclosing a lawned garden at the side of the Ninth Avenue cottage. There is a metal shed and a Hills hoist washing line in the garden, together with various trees and shrubs. At the back of the lot is a sealed parking area that extends across the back of HN 206, 208a and 208 Whatley Crescent and opens onto the right-of-way.

The single storey building (HN 206 and 208a) is painted masonry with a parapet and pediment concealing a metal roof behind. The detail of the parapet exhibits the influence of the Federation Free style.¹⁷⁶ The shop fronts are of matching detail with painted metal frames, timber framed pairs of doors, obscure glass high-lights and non-original tiled thresholds. There are recent security grilles on

¹⁷⁶ Ibid. p.136.

the doors. Internally the shops have timber floorboards, painted masonry walls and pressed metal ceilings. Both shops have openings to the recent brick stores at the back. Stores have concrete slab floors, face brick walls and suspended ceilings.

The double storey commercial building has painted render at ground floor level and to the Ninth Avenue elevation, and face brick to the street façade at first floor level and to the back of the building where it adjoins the cottage. The building has a hipped metal roof with an exuberantly decorated parapet and pediment addressing Whatley Crescent. The parapet is painted on the front only, with unpainted render to the stepped sides. The side of the building facing Ninth Avenue has elements of contemporary 'grunge' with a large brightly coloured mural of recent origin at ground floor level and a large advertising sign above. The style of the building shows influence of the Federation Free Classical style.¹⁷⁷

The shop front to HN 208 comprises an original metal-framed shop front with non-original tiles to the threshold, coloured glass highlights, and re-entrant doors. The doors are higher than normal and comprise a pair of timber framed and paneled doors with a clear glazed fanlight over. The ceiling over the re-entrant doors is pressed metal. There are recent metal roller doors enclosing the shop-front.

Internally the shop comprises a single space with timber floor, plaster walls and a pressed metal ceiling. There are engaged piers on either side of the shop and a beam encased with pressed metal cladding. There is a door to the side street and a blocked door to the residence behind. The staircase from the residence to the first floor is not accessible from the shop, but the soffit of the stair is clad with timber paneling.

The cottage behind 208 Whatley Crescent is accessed from Ninth Avenue. It is a single storey painted brick structure with a parapet on the back boundary and a corrugated iron roof with a bull-nose verandah supported on timber posts. There is a timber picket fence along the front of the cottage on the Ninth Avenue boundary. There is a tall brick chimney with simple corbelling. There is a timber framed fibrous cement clad addition on the southeastern end of the cottage.

Internally the cottage contains two main rooms and a bathroom and anteroom contained in the fibrous cement addition. The two rooms comprise a living room and a kitchen and are highly intact. The living room is entered from a timber-paneled door, a pair of double hung sash windows open onto the verandah. The floor is carpet on timber floorboards, walls are plaster with original skirtings and picture rails and the ceiling is lathe and plaster. There is an original timber fireplace surround. Timber stairs lead from this room to the first floor over the shop. The kitchen has a double hung sash window, timber floorboards, mantle piece with a recent stove and a cupboard adjacent to the stove that may be original.

The timber staircase is finely detailed with timber treads and a turned timber balustrade. There is a half landing and the stair continues within the space of the two-storey shop. There are two rooms at first floor level. The rooms have original timber floorboards, lathe and plaster ceilings, timber skirtings and joinery. The windows that open onto Whatley Crescent have been removed and recent

177 Ibid p.104.

aluminium windows installed. There are Juliet balconies from three of the first floor windows. The front room at first floor level has a recent partition.

Both the shop and the cottage at HN 208 Whatley Crescent are highly intact and are in fair to good condition. The shop is occupied by a tattoo studio and the cottage is tenanted and well maintained. The shops at HN 206 and 208a Whatley Crescent are vacant and in fair condition.

Conclusion

In general, the buildings that comprise the *Whatley Crescent Group, Maylands* are highly intact and in fair condition. The street presentation of the group; including masonry parapets and pediments, metal shop-fronts with re-entrant doors, original glazing, lead-lights, obscure glass including coloured glass to HN 208, floor and wall tiling on the facades of the buildings contribute to the high level of authenticity of the group. Only one (HN 182) of the existing shops has lost its original shop-front. In terms of the interiors of the buildings, most of the shops retain their original internal fabric including timber floorboards, pressed metal and fluted iron ceilings and unusual cornice details to HN 178 and 180. The two double storey buildings are particularly intact internally. The interior of HN 196 is in the process of authentic restoration including restoration of the timber staircase that has serious termite damage. The interior of both the shop and residence of HN 208 is highly intact. The shop retains original highly decorative pressed metal and coloured glass to the shop-front. The staircase in particular is finely detailed and unexpectedly generous in its proportions. The two original rooms retain original finishes and fittings including lathe and plaster ceilings, timber floorboards and original joinery.

At the rear, the group is not intact. There is an intact former residence behind HN 198-202 however. This is the former Maylands Station Master's house. Although not visible, this remains intact, apart from the front façade that has been incorporated into the larger building. The Station Master's house is in very good condition.

At the time of inspection more than half the shops were vacant, which in the longer term will impact on the condition of the place.

13.3 COMPARATIVE INFORMATION

At the time of settlement of the Swan River Colony in 1929, three centres of development were established at Fremantle, Perth and Guildford. Kelmscott was settled the following year in 1830. These centres were linked by the river as the main transport route, and as a result became the earliest commercial centres. In the case of both Guildford and Kelmscott, the construction of the railway in the 1880s resulted in the relocation of their centres from the river to the railway.

During the Western Australian gold boom of the 1890s, the population increased dramatically, and led to the suburbanisation of Perth in the late nineteenth and early twentieth centuries.¹⁷⁸ The progressive establishment of railway stations along the railway line between Fremantle and Guildford provided a ready means of transport for suburban dwellers, as did tramways from the early 1900s. In proximity to the railway stations and tramway interchanges, groups of shops were established serving the everyday requirements of the local populace. More expensive items or occasional purchases were generally procurable in the city

¹⁷⁸ Stannage, C. T. *The People of Perth* Perth City Council, Perth, 1979, p. 240.

rather than the suburbs, but as the metropolitan area grew and the distance from the city centre increased, a greater variety of stores were established in some areas with larger populations.¹⁷⁹ While the Perth CBD was the dominant commercial centre, there were also smaller centres at Fremantle due to its port function and at Midland serving the agricultural industry.¹⁸⁰

The group of shops located at 178 to 208 Whatley Crescent, developed in the period from 1900 to the 1920s and represents the time when small groups of shops established around railway stations or stops on the tramway. The *Whatley Crescent Group, Maylands* was part of a wider commercial area that included most of Eighth Avenue between Whatley Crescent (formerly Railway Terrace) and Guildford Road, and the Peninsula Hotel on the northern side of the railway.

In the early twentieth century, as at Maylands, shops were established along the road(s) by the railway line in proximity to railway stations on the Fremantle-Guildford line, including Guildford, Bayswater, Leederville and Mosman Park, and along the tramway routes, such as Beaufort Street, Mount Lawley, Main Street, Osborne Park and Cambridge Street Wembley. In other suburbs, including Subiaco, Claremont and Cottesloe, the main shopping areas developed along the roads leading to the railway station. The majority of suburban shops were single storey with residential quarters to the rear. At some centres, including Maylands, Guildford, Subiaco, Claremont and Mosman Park, there were a small number of two storey buildings, with shop(s) at the ground floor and quarters at the first floor and sometimes also to the rear.

This pattern of development continued throughout the inter-war years when the Perth CBD was relatively compact and the reliance of the residents of Perth on public transport was the determining factor for the spatial distribution of commercial land uses.¹⁸¹

By the 1950s increases in population post World War II and the proliferation of private car ownership led to large-scale low-density suburban development. This move away from tram and rail lines led to the development of smaller regional centres and ultimately led to the demise of the corner shop. Small regional centres were designed to integrate business, retail and community facilities into multi-purpose centres and were located on the basis of the planned distribution of the population.¹⁸²

In Perth, the first shopping centre designed on the principles of a pedestrian shopping mall was Floreat Forum, built in 1963/4 and opened by Sir David Brand on 20 September 1965. Originally planned as a strip of shops, the concept was altered to the American model on the advice of architect Ross Chisholm of Cameron Chisholm and Nicol Architects. The site included the Floreat Library (1965) and the Floreat Hotel (1966).¹⁸³

179 Johnston, M. R. and Associates 'Perth Metropolitan Region Retail Shopping Survey, 1973: A Report to the Metropolitan Region Planning Authority Perth, Western Australia' 1973, p.19.

180 Ministry for Planning, Commercial Land Use Survey 1997: Perth Metropolitan Region, WAPC, National Library of Australia, Perth, WA 2000.

181 Johnston, M. R. and Associates, op.cit.

182 G. Stephenson and A. Hepburn, *A Plan for the Metropolitan Region, Perth and Fremantle, Western Australia, Government Printer, Perth, Western Australia, 1955*. Quoted in Rebecca Grasl, Chapter 9, Regional Centres : Sustainability in Australia and Europe.

183 *Floreat Forum Turns 25*, in BOMA Journal, 1990.

By the 1970s a number of shopping centres had been completed, including Morley (1970 and 1973), Carousel (1972), Garden City (1972) and Karrinyup (1973). In 1976 the Metropolitan Regional Planning Authority adopted the Retail Shopping Policy that outlined the permissible size and established a hierarchy for centres based the requirements of the catchment population.¹⁸⁴ This reinforced the proposal under the Corridor Plan (1970) for the establishment of regional centres at Fremantle, Midland, Joondalup, Armadale and Rockingham.¹⁸⁵

Metroplan, introduced in 1990, reinforced this approach, but added sub-regional centres at Canning, Morley and Stirling. This approach proposed concentration of commercial development closer to nodes of public transport, rather than in existing suburban centres that are dependant on private car access and the requirement for on-site car-parking.¹⁸⁶

In 2004 the Western Australian Planning Commission adopted the *Network City* as the basis for planning in the Perth and Peel region. This sets out the future direction for the Perth metropolitan area. Among the principle objectives of the plan are the strengthening of a local sense of place and the development of strategies to deliver on local jobs.¹⁸⁷ These factors may redirect the focus onto local shopping areas including those developed before the 1960s.

The changes in retail trading in Claremont¹⁸⁸ reflect a pattern which repeated in most of the older suburbs, including Maylands, where most of the surviving shops at *Whatley Crescent Group, Maylands* retain their original shop fronts in 2006, in marked contrast with many in other suburbs, where they have been often been replaced during refurbishment in the late twentieth and early twenty-first century. There is no similar group of single storey and two storey shops and dwellings entered on the Register of Heritage Places. *Whatley Crescent Group, Maylands* is notable for the degree of intactness, despite demolition of nos. 184-186, and is representative of a practice which was once common but has become uncommon and increasingly rare.

Station Master's House (fmr) at Lot 55 was built to a standard plan, c. 1900. The Station Master's Houses at Mount Barker and Boulder were erected to the same plan¹⁸⁹, other than the water tanks at the rear of the building. In 1902, those at Karrakatta, Bayswater, Bellevue and Burswood, were erected to the same plan as Maylands, i.e. brick, timber and iron construction on stone foundations, comprising four habitable rooms, with kitchen, pantry and bathroom at either side of the rear verandah, with two 1,000 gallon water tanks on timber stands at the rear.¹⁹⁰ So far as is known, Station Master's House (fmr) at Maylands is the only

184 Neilson and Associates Pty Ltd, *Perth Commercial Sector Study and Commercial Centres Policy*, Report prepared for the SPC of WA, 1987. Quoted in Rebecca Grasl, Chapter 9, *Regional Centres: Sustainability in Australia and Europe*.

185 Department of Planning and Urban Development, *Metroplan, A Planning Strategy for the Perth Metropolitan Region*, Government of Western Australia, December 1990, p46.

186 Neilson op.cit.. p48.

187 Western Australian Planning Commission, *Network City, Statement Planning Policy*, Draft for Public Comment, March 2006 and *Network City: Community Planning Strategy for Perth and Peel*, 2004.

188 Bolton, Geoffrey and Gregory, Jenny *Claremont: A History* University of Western Australia Press, Nedlands, 1999, pp.215-18.

189 Plan, Standard 5 room house, in Uhe, Phillipa 'Statewide Survey of Railway Heritage South of 26th Parallel'.

190 Maylands Station Master's House Contract, Drawing No. 8, E.E.L. Plan No. 5254, in WAGR Karrakatta, Burswood, Maylands, Bayswater, and Bellevue Stations, Station Master's Houses Contract, Maylands, SROWA Acc. 1781/5254, 1902.

such building to have been retained and converted to residential quarters at the rear of a row of shops when its original purpose as accommodation for a station master ceased.

13.4 KEY REFERENCES

Maylands Station Commercial Buildings Group, National Trust of Australia (WA) Assessment by N. Foley and S. Bain, n.d.

13.5 FURTHER RESEARCH

The specific dates of construction and details of designers and builders of some of the individual buildings have not been ascertained, but may be revealed by further research. Similarly, further information about some of the owners and occupiers may be revealed.

No early photographs of the Group and/or the individual buildings that comprise it were located in the collections of Battye Library and Maylands Historical Society.