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)
- 8.12   Living in and around Australian homes
- 8.1.1   Playing and watching organised sports

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)
- 306   Domestic Activities
- 405   Sport, recreation and entertainment

11. 1   AESTHETIC VALUE*

Tampina displays stylistic features characteristic of the Federation period and exhibits some fine decorative design detailing, particularly the joinery, tuck-pointing and richly varied roof form. These details are valued by the community for their aesthetic qualities and contrast with nearby surrounding industrial structures. (Criterion 1.1)

11. 2.   HISTORIC VALUE

Tampina is associated with the growth of the horse racing industry in Perth in the 1890s and early 1900s, during which time Belmont developed as mixed residential and horse raising area with a large number of trainers and jockeys settling in the area. (Criterion 2.2)

Tampina is closely associated with J. F. G. Robinson, a prominent racehorse trainer and pastoralist, who occupied the place from c. 1906 to 1944. (Criterion 2.3)

Tampina was occupied by the RAAF during World War Two, as an operations centre for the defence of Perth. During this period the place had a short association with fighter pilot and war hero Keith William 'Bluey' Truscott. (Criterion 2.3)

From 1955 to 1965, *Tampina* was used as a hostel for mentally and physically disabled children under the direction of the Mentally Incurable Children's

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

Association. It was during this time that the place was renamed *Dear Brutus* after a well-known racehorse. (Criterion 2.3)

11. 3. SCIENTIFIC VALUE

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11. 4. SOCIAL VALUE

Tampina is valued for its associations with the racing industry and a prominent racing identity, and for its short association with the RAAF during World War Two. (Criterion 4.1)

Tampina is valued for its association with the Mentally Incurable Children's Association from 1955 to 1965. (Criterion 4.1)

Tampina contributes to the local community's sense of place as one of the few large residences remaining from the turn of the century development of the Redcliffe/Belmont area. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Tampina demonstrates a former style of domestic architecture in the Redcliffe/Belmont area that is becoming uncommon through the development of the suburb as a light industrial area. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Tampina is a representative example of a residence constructed in the Federation style and with fine internal details of this period for a member of the horse racing industry which developed in the Redcliffe/Belmont area at the turn of the century. (Criterion 6.2)

12. 3 CONDITION

Tampina is mostly in good condition. Some elements of the external fabric are deteriorating and do not appear to have been maintained in recent years. Internal finishes are in very good condition and provide an appropriate standard of accommodation for the current office function.

12. 4 INTEGRITY

Tampina has moderate integrity. The current function of the place as offices is a compatible use and the original residential function is apparent. The association of the place with horse-training is no longer evident having been lost primarily with the demolition of the stables. An institutional quality associated with the use of the place as a home for mentally and disabled children is discernible in the additions.

12. 5 AUTHENTICITY

Tampina has moderate authenticity. Some of the decorative timber features characteristic of the Federation period are absent or deteriorating detracting from the authenticity of the place.

13. **SUPPORTING EVIDENCE**

The documentary evidence has been compiled by Irene Sauman, Historian. The physical evidence has been compiled by John Taylor Architect. Additional information has been compiled by HCWA staff.

13. 1 DOCUMENTARY EVIDENCE

Tampina is a single storey brick and iron residence constructed c. 1906, in Federation Queen Anne style.[1] The place was the home of pastoralist and racehorse trainer J. F. G. Robinson, and featured brick and iron stables (not extant). *Tampina* was occupied by the RAAF during World War Two, as the operation centre for a nearby aerodrome. Between 1956 and 1965, the place was used as a hostel for mentally and physically disabled children. *Tampina* is currently used as offices by Caratti Holdings who also occupy a 1960s factory unit on an adjoining site.

The Belmont district developed as a result of the population expansion that accompanied the gold boom in the 1890s. Prior to that period, settlement was restricted to a strip along the Guildford Road (later Great Eastern Highway). One factor in particular, which shaped the way Belmont developed, was its proximity to Ascot racecourse.[2]

Horse racing was the first sport institutionalised in Western Australia with the first meetings held as early as 1833 at South Fremantle. By the early 1840s, the sport had grown to the extent that regular race meetings were held at Perth and York, the main race for thoroughbreds being the Town Plate which began in 1841.[3] The first race meeting held in Belmont took place in 1848, on land owned by John Hardey..[4]

On 22 October 1852, a meeting was held:

> …for the purpose of taking into consideration the formation of a Turf Club, having for its object the improvement of the breed of horses in Western Australia and the establishment of regular race meetings under regulations applicable to the Colony…[5]

Modelled on England's Jockey Club, membership of the 1852 West Australian Turf Club (WATC) comprised of some of Western Australia's most prominent early settlers including George Leake, A. O'G. Lefroy and Colonel Reeves. The Belmont course was moved to adjacent land, also owned by John Hardey, several years later and at this time responsibility of the racecourse was taken over by the WATC. The Turf Club renamed the place Ascot and, in 1853, the first meeting was held on the newly laid track.[6]

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[1]   Apperly, R., Irving, R. and Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture: Styles and terms from 1788 to the present,* Angus & Robertson, Sydney, 1989, pp. 132-135.

[2]   Laurie, Maxine *Ever Flowing Forward: The Story of Belmont*, City of Belmont, 1999, pp. 99.

[3]   Cusack, S.F., 'Horse Racing in Western Australia', in WAHS, *Early Days*, Vol. 2, Pt. 19, 1936, pp. 47 - 50; Stoddart, B., 'Sport and Society 1890 - 1940: a Foray', in Stannage, C. T. (ed.), *A New History of Western Australia*, UWA Press, 1981, pp. 654 - 656.

[4]   Battye, J. S. *The Cyclopedia of Western Australia*, 1913, Vol.1, pp. 384 - 385; Stoddart, op. cit., pp. 654 - 656.

[5]   Cusack, op. cit., pp. 50 - 51.

[6]   Battye, J. S. *The Cyclopedia of Western Australia*, 1913, Vol.1, pp. 384 - 385; Stoddart, op. cit., pp. 654 - 656; Cusack, op. cit., p.p. 50 - 51; Laurie, op. cit., pp. 65 - 66.

Facilities at Ascot were improved in the 1880s, with the opening of a railway spur to the course, for the transport of both horses and people. During the 1890s, the crowds attending the race meetings increased, and there was more money to spend. In 1892, the WATC was granted a 999-year lease on the Ascot course.[7]

With the consolidation of the WATC''s Ascot Racecourse and the increase in popularity and the 'business' of the horse racing sport, a large number of trainers and jockeys were attracted to the Belmont area. Trainers and jockeys set up small landholdings with associated stables throughout the Belmont area. In fact, by 1904, there were thirty-five trainers listed in the suburb.[8]

In 1895, stockbroker George Benporath purchased Cornelius Fauntleroy's 2,500 acre farm *Redcliffe*, and subdivided it into residential lots.[9] Development of the subdivision was slow, with 3.5 acre (1.4ha) farmlet size lots from the subdivision of Location 29, and residential land in Victoria Park and South Perth, proving more popular. In 1903, horse trainer Ernest McKeon, purchased a parcel of seventeen lots from the subdivision of *Redcliffe*. The land comprised Lots 20-29 and 77 to 83. Three of the lots (27-29) were on the west side of Fauntleroy Street, while the remaining fourteen were on the east side, bounded by Fauntleroy Street, and Redcliffe and Guildford roads.[10]

McKeon is recorded in *Wise's Post Office Directories* as a trainer at nearby *Dunreath*, from 1904-1908. He would have been working for either C. N. Kidman, who originally owned *Dunreath*, or for P. A. (Paddy) Connolly, who bought *Dunreath* from Kidman sometime in the early 1900s. Whether McKeon resided at *Dunreath* or built a residence for himself on his own land is not known. 'House and stables' are recorded for McKeon's land in the Belmont Health Board Rate Books of 1905-06, but in January 1908, title to the land was transferred to pastoralist John Frederick Gary Robinson. It is possible that Robinson had possession of the land prior to 1908, and constructed the buildings for himself.[11] Whatever the case, Robinson is credited with naming the place *Tampina*.[12] Both *Tampina* and the stables were situated on the parcel of fourteen lots east of Fauntleroy Road.

> John Frederick Gary Robinson, grazier and pastoralist, Guildford Road, Belmont, began his active career at the age of sixteen.. Proceeding to Roebourne, in the north-west, in April, 1881, he spent a couple of years in gaining experience in stock and station pursuits, being identified with the development of various pastoral properties in that district, and, ultimately, in conjunction with his brother, Mr. P. F. Robinson, of Midland Junction, formed the "Coongan" Station, which they still carry on in partnership. Mr. Robinson's station property is situated in the Pilbara district… Each year he spends some eight or ten weeks on the property, leaving Perth prior to commencement of shearing operations and remaining until the wool

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[7]   Laurie, Maxine, op cit, pp. 104-106.

[8]   Laurie, Maxine, op cit, pp. 104-106; *Wise's Post Office Directories*, 1904. Popularity of the sport in the 1890s is believed to have been largely as a result of migration during the gold rushes of people who had been involved in the horse racing industry in the Eastern States. Laurie, op. cit., p. 106.

[9]   Laurie, Maxine, op cit, p. 98; DOLA Plan 1792, approved 19 August 1897.

[10] Certificate of Title Vol. 284 Fol. 159, 15 September 1903 & 24 January 1908.

[11] Laurie, Maxine, op cit, p. 98; *Wise's Post Office Directories*, 1900-1910; Certificate of Title Vol. 284 Fol. 159, 24 January 1908; Battye, J. S. op cit, p. 391; Belmont Park Road Board Rate Books, 1907-08, p. 4; Belmont Board of Health Rate Books, 1903-1911. **Note:** While 'house and stables' are entered on the Health Board Rate Books, no details of buildings are entered in the Road Board rate books during the early years of their compilation.

[12] Battye, J. S. op cit, p. 391; Belmont Park Road Board Rate Books, 1908-09.

has been despatched to the nearest port of shipment. In 1904 he left the north-west, and has now taken up his residence at "Tampina" on the Guildford Road, where he devotes a portion of his time and attention to the training of a number of thoroughbreds for racing purposes. In the immediate vicinity of the house are the stables, the most up-to-date of their kind in Western Australia, if not in the whole Commonwealth. In the erection of the stables special attention was paid to the many little details which go so much to make for the contentment of the equine mine, and the result has been a perfectly constructed building, the ventilation and other features of which are all that could be desired. Mr. Robinson keeps a fair-sized string in work, and has met with a moderate amount of success on the turf, several important events having fallen to his stable in recent times.[13]

Robinson's stables were also distinctive for their exterior design, being hexagonal in shape.[14] *Tampina*, like most of the large turn-of-the century houses in the Belmont area, is purported to have been constructed from locally made bricks. The building boom that accompanied the gold rush resulted in a number of brickworks being established in the Redcliffe area, utilising what was known as 'Guildford' clay from the banks of the Swan River. The remains of some of the clay pits can still be seen off Fauntleroy Street, north of Great Eastern Hwy.[15]

There was at least one other stable building on Robinson's property, apart from the hexagonal stables. Later rate books list 'House Lot 80', 'Stables Lot 23' and 'Stables Lot 77'. The stables on Lot 23 would have been directly behind (south) of the residence. The physical inspection and photographs show that *Tampina* was extended at some time, probably quite early in its existence. This begs the question of whether *Tampina* was originally built by McKeon and enlarged by Robinson shortly after purchase. The stables on Lot 23 may have been constructed by McKeon also, with Robinson adding the hexagonal building. There appear to have been no gardens of any note, the land surrounding *Tampina* perhaps being used largely for the horses.[16]

It was not unusual for pastoralists to be involved in the horse racing industry. Many of the north-west stations ran large numbers of horses. In the early 1900s, *De Grey* ran about 300 horses, including some 'very good sires and brood mares'. J. L. Stewart, manager of *De Grey*, raced horses in syndicate with J. F. G. Robinson, and E. G. Meares of *Sherlock*. The syndicate won the 1918 Perth Cup with *Picaro*, and the 1936 Cup with *Macadam*. Both horses were trained by Robinson. In 1939, Robinson won the Perth Cup with his own horse, *Tamito*.[17]

John Robinson was married to Elsie Coppin, daughter of pastoralist Christopher Coppin. They had a son and three daughters. It is possible that the children's education was one reason for the family's move to Perth. At least one daughter, Hope, attended Redcliffe Primary School in Fauntleroy

13   Battye, J. S. op cit, p. 391.
14   Site plan, Lot 1, c. 1960s, City of Belmont archives; Photograph, Laurie, Maxine, op cit, p. 142.
15   Laurie, Maxine, op cit, p. 146; Information provided by Anne Spalding, City of Belmont Historical Society.
16   Physical evidence; Belmont Park Road Board Rate Books, 1948-49; Site plan, Lot 1, c. 1960s, City of Belmont archives; information provided by Anne Spalding, City of Belmont Historical Society. **Note:** The MWSSDD sewerage plan for this part of Redcliffe is missing from the Public Records Office collection, so it is impossible to tell what other outbuildings existed on the property.
17   Tomlinson, Jenny *Born Winners, Born Losers: A History of Thoroughbred Breeding and Racing in Western Australia since 1833*, Reeve Books, Perth, 1990, pp. 368 & 185.

Road. John Robinson was elected to the Belmont Road Board in 1910, as one of two representatives for the newly created East Ward.[18]

In 1943, nearby land, including part of the property known as *Dunreath,* was resumed for Commonwealth Reserve 469 for the purpose of a military aerodrome.[19] The 25th and 85th Squadrons of the Royal Australian Air Force (RAAF) operated from the aerodrome, flying Wirraway and Brewster 'Buffalo' aircraft for the defence of Perth. *Wedderburn,* a large house on the north side of Great Eastern Highway, was occupied by the RAAF as officer's quarters, and *Tampina* was taken over as the operation centre. At the time the aerodrome was established there was a golf course on a section of *Dunreath,* and the fairways were used as runways until the first proper runway was built.[20]

The 77th Squadron, under Squadron Leader Keith William 'Bluey' Truscott, also flew from *Dunreath* for a time. Truscott, from Melbourne, was a VFL football star when war was declared. He joined the RAAF and, after his initial training, became a member, and later Squadron Leader, of the 452 Squadron in the United Kingdom. The 452 Squadron patrolled the English Channel and flew sorties over Europe. Australian fighter pilots, including Truscott, were recalled to Australia when the Pacific war broke out. After a short time in Perth, Truscott's squadron moved north where it helped repel the Japanese advance at Milne Bay. On 28 March 1943, during a routine escort flight off Exmouth, 'Bluey' Truscott crashed into a glassy sea and died. He was twenty six.[21] A wartime airbase established on the Anjo Peninsula shortly after his death was named Truscott Airbase in his honour.[22] The aerodrome at *Dunreath* continued to be used after the war and eventually became part of Perth International Airport.

During the military occupation of his property, John Robinson's address is given as Malcolm Street, West Perth.[23] In 1946, Robinson sold *Tampina* to Mrs Dorothy Marian Scherini, retaining only the three lots of land on the west side of Fauntleroy Street, which were leased out. Robinson's address in 1948 is recorded as Yerilla Station, Kookynie.[24]

In 1948, ten of the fourteen lots on which *Tampina* was situated were formed into two larger lots, Lots 1 and 2, on Diagram 14040. This effectively placed *Tampina* on Lot 2, at 517 Great Eastern Hwy, and the hexagonal stables on Lot 1, at 515 Great Eastern Hwy.[25] Lot 1 was purchased by racehorse trainer Brian Wyatt and his wife May. Their address is given as 517 Great Eastern

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18   Battye, J. S. op cit, p. 391; Laurie, Maxine, op cit, p. 170; City of Belmont Historical Society, *Memories of Belmont*, Vol. 1, 1986, p. 17.

19   *West Australian Government Gazette*, 13 May 1943; Belmont Park Road Board Rate Books, 1944-1946.

20   Telephone conversation by Irene Sauman with John Bailey, 12 April 2000; Laurie, Maxine, op cit, p. 287; Belmont Park Road Board Rate Books, 1944-45 & 1945-46. **Note:** The 'large paddock' at the rear of *Dunreath* was purchased by the Church family who established a golf course on the land in the mid 1930s (Laurie p. 287). John Bailey initially remembered *Tampina* as being the golf clubhouse, but now believes this may have been another red brick building nearby.

21   Southall, Ivan, *Bluey Truscott: Squadron Leader Keith William Truscott RAAF D.F.C. and Bar*, A & R, Sydney, 1958.

22   Fenton, Morrie, 'Souvenir of Truscott' [1994], p. 1.

23   Belmont Park Road Board Rate Books, 1944-45 & 1945-46.

24   Certificates of Title Vol. 284 Fol. 159 & Vol. 1088 Fol. 891, 6 August 1945; Belmont Park Road Board Rate Books, 1946-48.

25   DOLA Diagram 14040, approved 5 March 1948.

Hwy, which indicates they were occupying *Tampina* at that time. The following year, however, grazier John Thomas and his wife Mary purchased *Tampina*, while Lot 1 was purchased by shoe merchant Alexander Kelly. Two years later, the title to Lot 1 was also transferred to John Thomas, rejoining the two sections of the property. At this time, Thomas is recorded as a horse trainer.[26]

In October 1955, the State Government purchased *Tampina* for use as a hostel for mentally and physically disabled children. The place was managed by the Mentally Incurable Children's Association, and housed about twenty children. During the period of their occupation *Tampina* was renamed *Dear Brutus*, after a well-known racehorse. The approach to care of the disabled and mentally handicapped had shifted in the early 1950s. Custodial institutions were being replaced with establishments centred on training people to take their place in the general community. The Mentally Incurable Children's Association, however, was formed by parents who considered their children too severely handicapped for training and wanted good custodial nursing care instead.[27] In November 1965, the children from *Tampina* were rehoused in the newly opened Nulsen Haven, which had been established in another large residence, *Wedderburn*, further west on Great Eastern Hwy.[28]

In the late 1950s and the 1960s, the Belmont district became characterised by the development of light industry, encouraged by the earlier establishment of Perth International Airport to the north-east, and Kewdale Industrial Estate to the south. In 1960, the title to Lot 1 was transferred to Caratti Holding Co Pty Ltd.[29] The Company had a factory unit and offices constructed on the site, on the Great Eastern Hwy frontage, north of the hexagonal stables which were still in existence at that time. In 1964, the Government entered into a contract of sale with Caratti Holding Co in regard to *Tampina*. The contract also included the land (Lots 20-21 and 82-83) on the east side of *Tampina*, which had been separated from the original fourteen lots when the land was rearranged into Lots 1 and 2. These four lots had been transferred to a separate title. The title to *Tampina* was not officially transferred to Caratti Holding Co until September 1996, and is subject to a land tax memorial.[30]

In the early 1980s, the National Trust expressed an interest in classifying the hexagonal stables. Before the Trust was able to inspect the building, however, it was demolished by the owner.[31] *Tampina* is currently the registered address of Caratti Holding Co and is occupied as offices.

13. 2   PHYSICAL EVIDENCE

Tampina is a single-storey brick building with a corrugated iron roof. The former house now provides office accommodation and is located in a light industrial area in Redcliffe. Neighbouring lots feature large industrial units and machinery stores. The site is predominantly flat, with few noteworthy

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[26]   Certificates of Title (Lot 1) Vol. 1108 Fol. 133, 1 January 1948, 8 October 1948, 11 December 1951 & (Lot 2) Vol. 1108 Fol. 134, 11 May 1949.

[27]   Ellis, A. S. *Eloquent Testimony: The Story of the Mental Health Services in Western Australia 1830-1975*, UWA Press, Perth, 1984, pp. 110-113 &148.

[28]   Certificate of Title (Lot 2) Vol. 1108 Fol. 134, 7 October 1955; Laurie, Maxine, op cit, p. 379.

[29]   Certificates of Title (Lot 1) Vol. 1108 Fol. 133, 30 November 1960 & Vol. 1732 Fol. 672.

[30]   Certificates of Title, (Lot 2) Vol. 1108 Fol. 134, 12 September 1996 & Vol. 1108 Fol. 135; DOLA, Transfer of Land document, 26 June 1964.

[31]   Information provided by Anne Spalding, City of Belmont Historical Society.

landscape features and the house is set well back from Great Eastern Highway. A straight, bituminised driveway runs from the highway close to the verandah at the south side of the building to the undercover parking area at the rear.

Constructed in the Federation Queen Anne style, the place has a U-shaped plan form.[32] Verandahs are evident on the north and west elevations and also along the rear elevation providing covered access to the building. A flat metal deck roof extends from this rear verandah over land to the south of the building to provide undercover parking. The roof is constructed with a lower pitch over the verandahs. Two half-gabled forms of equal size and with timber louvred vents are a prominent feature in the principal elevation facing Great Eastern Highway. Whilst the roofs of the wings extending to the east are of a similar form and construction, the lengths are out of character with the domestic scale of the rest of the building and indicate that these areas are additions to the original building form. Light-weight cladding materials and louvre glazing have been used to enclose the verandahs between the front and rear wings of the U-shaped plan form. A wire fence and gate spanning between the two wings gives some security to this area.

Three tall brick chimneys with tuck-pointing, rendered corbelling and terracotta pots rise above the roof providing interest along the skyline while less ornamental stacks punctuate the rear roof. Timber posts supporting the verandah eaves have been carefully detailed and retain evidence of former attachments. Arched timber valances span between the front and side verandah posts. Scrolled rendered mouldings are evident under the projecting sills of the windows of the principal elevation. Heads of the windows at the south-east corner of the building feature arches formed with three soldier courses. Elsewhere, window heads are flat and defined by bands of render. Windows are of timber framed construction and mostly with double hung sashes. Metal ventilators characteristic of the Federation period are evident in external walls. Timber French doors are located in the corner room of the front verandah. A second and presumably identical set was located in the adjoining room to the north but the current owners report that the set was stolen.[33]

Steps located in the centre of the front elevation and also at the north-west corner give access to the concrete verandah which is just above ground level. The poor condition of the central stair indicates this has not been in use for some time with the principal entry to the place in the north-west corner. The front rooms, Offices 1 and 2 on the accompanying plan, are of equal proportions and feature decorative plaster ceilings and timber floors with a highly polished finish. At least some of the ceiling decoration is characteristic of the Art Deco period and would have been introduced after the original period of construction. Other internal features including moulded architraves, skirtings, fireplace surrounds and panelled timber doors are characteristic of the Federation period. Back-to-back fireplaces are located in the shared internal walls of the offices.

A wide central corridor leads from the front reception office to the smaller offices and kitchen, bathroom and storage facilities at the rear of the building.

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[32]   Apperly, Richard; Irving, Robert and Reynolds, Peter A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present, Angus & Robertson, North Ryde, 1989, pp. 132-135.

[33]   John Caratti, discussion with John Taylor Architect, File Note 011/00, 21 March 2000, at office of John Taylor Architect.

A laundry and storeroom at the north-east corner of the building are accessed externally.

Contrasting external stretcher bond brickwork provides evidence of different periods of construction. Extruded brickwork is evident at the rear of the building and is clearly from a later period than the tuck-pointed bricks with render bands at the front. Subtle colour changes in the brickwork suggest that some of the tuck-pointed brickwork may not have been constructed at the same time although it has not been possible to confirm this through documentary evidence. It is possible that the area now occupied by Office 2 may have been added a short time after the original period of construction. The unusual double roof forms above and an opening between Office 2 and 3which has been bricked up, give some credence to this supposition.

Some alterations in planning have been introduced to accommodate the current function. In particular, doors have been located to give access between offices. *Tampina* is mostly in good condition. The roof and external timber paintwork are deteriorating. Some of the brickwork and mortar are severely eroded and the concrete verandah is crumbling. Lightweight cladding materials are in poor condition. Internal features have been mostly well maintained to provide a suitable standard of accommodation for the current office function.

13. 3   COMPARATIVE INFORMATION

Tampina was one of a small number of larger residences constructed in the Belmont district around the turn of the century. Of other large residences in the area, *Hill 60* became part of St John of God hospital in 1935, and *Wedderburn* became the basis of the mental health facility, *Nulsen Haven*, in 1965.

Federation Queen Anne was a popular architectural style in the 1890s and early 1900s, for domestic buildings constructed on large suburban lots, and buildings which had a residential function, such as hotels and institutions. Examples of single and double-storey residences in the style can be found in the middle-class suburbs which developed during this period such as Mt Lawley, and in homesteads such as *Telyarup*, Gnowangerup, and *Lynwood Homestead*, Middle Swan.[34] Institutional buildings such as the former *Castledare Boys Home*, Wilson and Catherine McAuley Centre, Wembley, and hotels such as Brighton Hotel and Peninsula Hotel, Mandurah and *Success Hill Lodge* (formerly Lockeridge Hotel), were also constructed in Federation Queen Anne.[35]

13. 4   REFERENCES

No key references.

13. 5   FURSHER RESEARCH

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[34]   HCWA Files 03417 & 03542.

[35]   HCWA Files 04579, 08883, 01486 & 01487.