

LOCATION INFORMATION	
Name	Union and Redfern Street Heritage Area
Place Number	25394
Location	2-26 & 11 Campbell Street 135-177 Hamersley Road (South side) 1-11 Redfern Street (South side) 2-12 Redfern Street (North side) 1-19 Rawson Street (South side) 4-20 Rawson Street (North side) 108-122 Heytesbury Road (North side) 109-129 Heytesbury Road (South side) 135 Hensman Road 2-12 & 16-22 Union Street (East side) 5-11 & 15-21 Union Street (West side)
Place Type	Precinct or Streetscape
ASSESSMENT OF SIGNIFICANCE	
Map of Area	<p>Key</p> <p>Existing heritage area boundary</p>
Historical Themes	Federation & Late Gold Boom Period (1890s-1910s): Land allocation & subdivision; depression & boom; consolidation; local famous and infamous people. A Time of Uncertainty (World War One, Inter-War & World War Two) (1910s-1940s): Consolidation; depression & boom; local famous & infamous people.
Historical Notes	The Union & Redfern Heritage Area consists of an amalgamation of four previous areas: <ul style="list-style-type: none"> • Peet and Bastow's Redfern Street Subdivision • James Chesters' Union Street Subdivision • 108-122 and 109-135 Heytesbury Road • Campbell-Union Street & Hamersley-Heytesbury Road Conservation Area

Campbell Street, Hamersley Road, Rawson Street, Union Street

The following extract has been taken from the Heritage Assessment of 2-26 Campbell St, 2-22 Union St, 135-165 Hamersley Rd & 70-104 Heytesbury Rd, Subiaco, prepared by Greenward Consulting, July 2014.

During the early years of settlement most of the Subiaco area formed part of the Perth Commonage. In 1879, land was set aside for the Fremantle to Guildford Railway and this line was officially opened in March 1881. Two years later the Western Australian government announced it would survey a section of the Perth Commonage into suburban lots and that these would be made available for private sale. The land in question incorporated the majority of Subiaco and part of Shenton Park (originally West Subiaco) and was laid out as 5 acre lots on a grid pattern - designated as Perth Suburban Lots (PSL).

The Subiaco Municipal Council was created in 1895; Metropolitan Water Works Board services were extended to Subiaco in 1898/1899; and the Perth Electric Tramways Company's line was built through to the corner of Rokeby and Broome Roads in 1899 and up Rokeby Road to Kings Park by January 1900. Loans made available through the granting of municipal status also allowed the funding of road construction and the laying of footpaths, which by 1903 comprised about 20 kilometres. From here, improvements like street trees and parks occurred under the influence of Alexander Rankin, who was the first Town Clerk and Engineer for the Subiaco Council.

The area considered in this report relates to three of the 5-acre lots that extended between Hamersley and Heytesbury Roads - part of PSL 253, PSL 254 and part of PSL 255. The tramline along nearby Rokeby Road and the creation of a public park on the northern side of Hamersley Road (both opened in 1900), were two features that were frequently highlighted as part of the desirability of land within this area in the early twentieth century.

The first of these 5 acre lots to be subdivided was PSL 255 (laid out as Deposited Plan 889), which created Union Street (originally shown as Queen Street). This site was purchased by James Chesters, a land agent from Melbourne, in 1892 and had been subdivided by 1894 - creating Lots 26 to 38 along the eastern side of the street, lots 39 to 42 along Hamersley Road, and Lots 22 to 25 along Heytesbury Road (with lots 1 to 21 on the western side of the street). The first lot was sold by Chesters in July 1894 (Lot 34, 8 Union Street) and the last in 1921 (part Lot 37 and Lot 38, 2 Union Street). Initial sales were held as investments, with the first house on the eastern side of Union Street being built in 1908 and the majority in c.1912-1916.

The next subdivision was PSL 253 (laid out as Deposited Plan 1933), which created Campbell Street. This was subdivided by the Intercolonial Investment Land and Building Company of Sydney, and building lots along the Rokeby Road frontage began to be sold in May 1898. The first sites to be sold along Campbell Street (Lots 31 and 32) were transferred to a new owner in June 1899. The first houses were not built until 1903/04, but this was followed by rapid progress, with the majority of the lots being developed by 1912.

The last major subdivision within the study area was of PSL 254 and the portion of PSL 253 running along the western side of Campbell Street (laid out as Deposited Plan 2524). This site had been purchased by Sydney accountants, William James Douglas and Frank Dyson, in 1902 and subdivided by them in August 1903. The subdivision created Rawson Street and included 36 lots facing Hamersley Road, Rawson Street, and Heytesbury Road. Rawson Street originally opened off Campbell Street only, but in 1913/14 Part Lot 31 and Lot 32 of DP 889 (which had been acquired by William Douglas in 1901) were purchased by the City of Subiaco and Rawson Street was officially extended through to Union Street. Like Campbell Street, the majority of the lots were developed in the period 1904 to 1912. Subiaco developed rapidly in the first decades of the twentieth century, with a strong and active community and pride in its identity as a 'working class suburb'. However, the modest 'working class' housing was interspersed by the slightly larger and more substantial homes of the semi-professional classes and the villas of merchants and businessmen, particularly in the more elevated areas – and this mixture of housing is clearly illustrated by the physical development in the study area.

Local residents who were prominent in community and business life are discussed under Associations (below), but it is worth noting that this relative small area included the homes of a number of men who served in local and state politics, including Bartholomew Stubbs (member of the Legislative Council, 1911-1917), Joseph Duffell (Mayor of Subiaco, 1912-1914 and member of the Legislative Council, 1914-1926), James Guy (Mayor of Subiaco, 1915-1916), and Joseph Abrahams (Mayor of Subiaco, 1950-1974).

Redfern Street

The following extract has been taken from the Heritage Assessment of Peet and Bastow's Redfern Street Subdivision 1-12 Redfern Street, Subiaco, prepared by Greenward Consulting, January 2015.

Development was well underway by 1902 and much of the available land in the inner areas had been developed by the late-1920s, with Subiaco evolving as a suburb with a diverse residential character:

The district originally was mainly a working man's suburb, but the advantage it held out to the city worker precluded its ever being a one-class town, and it was invaded by business and professional men, civil servants, and others, who desired to be in close proximity to their daily work. (The West Australian, 4 August 1928, p 7)

The area considered in this report relates to part of one of the Perth Suburban Lots that extended between Hamersley and Heytesbury Roads – PSL 256.

PSL 256 was purchased by the Intercolonial Investment Land and Building Company Ltd of Sydney in August 1890. No development was undertaken at that time and, in June 1896 the whole of the property was transferred to James Thomas Peet and Austin Bastow of Melbourne, Estate Agents. By September of that year, Peet and Bastow had subdivided PSL 256 into 42 residential allotments (Deposited Plan 938), of which 16 faced Hensman Road (Lots 1 to 16); 6 faced Hamersley Road (Lots 18 to 24); 6 faced Heytesbury Road (Lots 37 to 42); and 12 faced the newly laid out Beryl Street (Lots 25 to 36) (renamed Redfern Street in c.1902).

The real estate agency of Peet & Bastow had been established by James Thomas Peet and Austin Bastow in Melbourne in the early 1890s. With the growth promised by the gold discoveries in Western Australia, the firm developed an interest in residential subdivision in Perth and, in around 1892, they began marketing Wanneroo Park (now Bayswater), North Perth and part of northern Dianella). They also expanded into Subiaco and in 1895 Peet moved to Perth and established a real estate business in his own name. A year later, Bastow also moved west, establishing the architectural practice of Bastow and Son, architect (along with other business ventures).

The first lot to be sold from DP 938 was Lot 36, which was purchased as an investment property by 'Emily Jane Body of Bowenvale in the Colony of Victoria, Married Woman'. Sales were, however, slow and Lots 32 and 34 remained in the ownership of Austin Bastow's wife, Mary Ann, until as late as 1910.

Lots 25 to 27 were transferred to Annie Wilson in September 1896 and by 1903 she had acquired all six lots along the northern side of Redfern Street (lots 25 to 30). In 1902, the Western Australian Post Office Directory listed the only resident along what was then called Beryl Street (misprinted as Bill Street) as Charles Wilson, who was Annie Wilson's husband. Later references confirm that the house was located on Lot 25 (12 Redfern Street) and that Lots 25 to 30 were held as a family property, until one lot was sold in c.1911 and the other lots inherited by Annie's children from her first marriage, in the years following her death in 1912. The next site to be developed was Lot 31 (11 Redfern Street), which appears to have been acquired by William and Mary Jane Convine in c.1904-1905. In the Electoral Roll of 1906 William Convine was listed as a 'Contractor' of Hensman Road, Subiaco. On 10 January of that year an M. Convine of Redfern Street, Subiaco, advertised six houses for sale in The West Australian:

FOR Sale, 4-roomed Villa, conveniences, Hensman-road. £320, cash or terms. Three do., Rowland-st. £.270, or terms. Two do., Redfern-street, £150 or terms; all near school. M. Convine, Redfern-st., Subiaco.

Prior to 1905 and after 1906, William Convine was working as a miner in Cue. Given his stated occupation in 1906 (and the above advertisement) it seems likely that Convine had constructed a number of houses as speculative developments in Subiaco in the period c.1905. Despite being advertised, the timber cottage at 11 Redfern Street was not sold at that time and went on to be used as a rental property, which was still in the ownership of Mrs Convine in 1929/30. Development within the Study Area then stalled until the period c.1916 to 1918, when houses were built on Lots 26, 28, 29 & 30. The other four houses within the Study Area were all constructed in c.1922 to 1924.

These houses included a mixture of private residences and rental properties and the early residents included business owners, tradesmen and labourers.

Heytesbury Road


The following extract has been taken from the Heritage Assessment of 108-122 and 109-135 Heytesbury Road, Subiaco, prepared by Greenward Consulting, April 2015.

	<p>Development was well underway by 1905 and much of the available land in the inner areas had been developed by the late-1920s, with Subiaco evolving as a suburb with a diverse residential character:</p> <p><i>The district originally was mainly a working man's suburb, but the advantage it held out to the city worker precluded its ever being a one-class town, and it was invaded by business and professional men, civil servants, and others, who desired to be in close proximity to their daily work. (The West Australian, 4 August 1928, p 7)</i></p> <p>The area considered in this report formed part of Perth Suburban Lots 255, 256, 274 & 275, as outlined below:</p> <ul style="list-style-type: none"> • PSL 255 was purchased by the Intercolonial Investment Land and Building Company Ltd of Sydney in August 1890. Two years later it was transferred to James Chesters of 155 Elizabeth Street, Melbourne, estate agent, and by the beginning of 1894 Chesters had subdivided this land as Deposited Plan 899, with 42 lots laid out around Queen Street (soon renamed Union Street). Lots 18 to 21 of this subdivision were subsequently developed as 108 and 110 Heytesbury Road. • PSL 256 was purchased by the Intercolonial Investment Land and Building Company Ltd of Sydney in August 1890. No development was undertaken at that time and in June 1896 the whole of the property was transferred to James Thomas Peet and Austin Bastow of Melbourne, Estate Agents. By September of that year, Peet and Bastow had subdivided this land as Deposited Plan 938, with 42 residential allotments laid out along parts of Hensman Road, Hamersley Road, Beryl (later Redfern) Street and Heytesbury Road. Lots 37 to 42 of this subdivision were later laid out as 116 to 122 Heytesbury Road. • PSL 274 appears to have initially been subdivided as Deposited Plan 2405 with a 1-acre lot on the SE corner of Heytesbury and Hensman Roads, designated as Lot 1. This was sold to James Chesters in March 1904, and one residential lot (115 Heytesbury Road) had been subdivided off and sold by January 1906. Interestingly, on the ward map in the Subiaco Rate Books of this period (pre-1908), the remaining portion of the large corner lot was marked as 'Roman Catholic Church'. However, Church development did not proceed and by 1913 the residential lots that form 117-135 Heytesbury Road had been created under Deposited Plan 3758. • PSL 275 was purchased by the Intercolonial Investment Land and Building Company Ltd of Sydney in August 1890. By August 1891 the company had subdivided this land as Deposited Plan 374, with 30 lots laid out around Union Street. Lots 1 to 3 of this subdivision (which were subsequently developed as 109 and 113 Heytesbury Road) were sold to John Lowe of Toowoomba, Queensland, in June 1892. They were finally sold as separate lots by the next owner, Florence Edgcumbe of Perth, in the period 1899 to 1905. <p>The first site to be developed was 116 Heytesbury Road, where a house was built in c.1899 for Austin Bastow, an architect and former partner in the firm of James</p>
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	<p>Peet and Bastow of Melbourne, Estate Agents. This was a period of transition for Subiaco, as outlined in the following article in The West Australian in March 1903: <i>Any one visiting Subiaco for the first time would doubtless consider it a town which had grown somewhat gradually, but in 1897 the buildings were little better than hessian "shanties", two or three wooden cottages housed the more affluent, while the man who would venture to put bricks in the sand became an object of curiosity. In the following year (1898) the population fell off. Times were bad, some of the better class houses were to let, while the poorer ones were abandoned, and people were in doubt as to whether it was better to stay here or return to the Eastern colonies. However, as the months passed on it was noticeable that the buildings were increasing, that people were building places for living in, not for renting, and that a better type of structure was being raised. In April 1898, the Council started issuing building permits and the hessian had to go. There was some outcry, but the Council was firm. Twenty-five building permits were issued in this year, the houses were mainly of wood and the lot valued at £6,000. In the following year a better class of building was in favour again, and 25 houses, valued at £7,000, were put up.</i></p> <p>Austin Bastow's brick villa was one of these early examples of a 'better class of building' and was also part of the early development of the higher land away from the railway line and existing tramline.</p> <p>Listings under the entry of 'Heytesbury Road' were first included in the Post Office Directories in 1901, and at that time there were only 4 houses along the whole length of the street (from Thomas Street to the railway). A review of later listings has confirmed that these were #s 42 (W Finagoe) (since demolished), 61 (Francis Day Lockwood, civil servant) (since demolished), 63 (Caleb William Whately, bricklayer/builder) (since demolished) and 116 (Austin Bastow, architect). #116 is therefore the oldest house still remaining along Heytesbury Road.</p> <p>In the period 1901-1906 seven more houses were erected in the study area, being 118 (c.1901, since demolished), 111 (c.1904), 109 & 113 (c.1905), and 115, 120 & 122 (c.1906). All of these were well-built brick villas suitable for the families of skilled tradesmen, business owners and professional men.</p> <p>There was then a pause until more residential lots were released on the southern side of the street, which was quickly followed by the construction of brick houses at 117, 119, 121 and 129 Heytesbury Road in 1913-1915. Infill development took place at 110 and 123 in 1918-1919, and this firmly established a good 'middle-class' standard for the street.</p>
Physical Description	<p><u>Campbell Street, Hamersley Road, Rawson Street, Union Street</u></p> <p><i>2-26 & 11 Campbell Street</i> <i>135-177 Hamersley Road (South side)</i> <i>1-19 Rawson Street (South side)</i> <i>4-20 Rawson Street (North side)</i> <i>2-12 & 16-22 Union Street (East side)</i> <i>5-11 & 15-21 Union Street (West side)</i></p> <p>The section of Union & Redfern Street Heritage Area consisting of Campbell Street, Hamersley Road, Rawson Street and Union Street is characterised by a predominately single-storey housing stock. The architectural style of this section is predominately from the Federation era with a restrained application of Queen</p>

	<p>Anne detailing. Many houses feature an asymmetrical form with projecting gabled wings addressing the street.</p> <p>The roofs are a combination of hips and gables with varied amounts of detailing, including louvered gablets and tall chimneys. The roofing material is predominately corrugated steel sheeting with some terracotta tiling toward the north end of Campbell Street and along the western side of Union Street. Projecting gables with half-timbered detailing and rough rendered infill are a dominant feature.</p> <p>Verandahs are an important feature to the area particularly along Rawson Street. The verandahs are predominately a corrugated steel bullnose form that vary between stepped, return and straight.</p> <p>The external walls are predominately brick ranging between rendered, painted and tuckpointed. The historical analysis suggests that during the mid-late 20th century alterations occurred to many of the original face brick facades. 11 Campbell Street and 8 Union Street appear to be the only timber weatherboard houses in this area.</p> <p>Front gardens are typically well maintained and enclosed by a range of fence types. Mature verge trees line the street and obscure the majority of the front facades while creating a shaded picturesque streetscape.</p> <p><u>Redfern Street</u> <i>1-11 Redfern Street (South side)</i> <i>2-12 Redfern Street (North side)</i></p> <p>The section of Union & Redfern Street Heritage Area consisting of Redfern Street is characterised by a predominately single-storey housing stock. The majority of the houses have undergone alterations in some form with two storey additions having occurred to 5, 10 and 12 Redfern Street. The architectural style alters between the north and south side of the street. The north side features from the Federation era with a restrained application of Queen Anne detailing. The south side of the street (excluding number 11) was constructed in the Inter-War period displaying characteristics of the California Bungalow style of architecture. 1 Redfern Street features a modern addition to the side which extends along the laneway to the rear of the house. Many houses feature an asymmetrical form with projecting gabled wings addressing the street.</p> <p>The roofs are a combination of hips and gables with varied amounts of detailing, including louvered gablets and tall chimneys. The roofing material varies between terracotta tiles and corrugated steel sheeting. Projecting gables with half-timbered detailing and rough rendered infill are a dominant feature.</p> <p>The federation era houses along the northern side predominately feature corrugated steel verandahs across their front façades. The southside Inter-War properties feature deeply recessed front verandahs, typically supported by pairs of masonry columns above rendered masonry plinths.</p> <p>The external walls are predominately brick ranging between rendered, painted and tuckpointed. The historical analysis suggests that during the mid-late 20th century</p>
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	<p>alterations occurred to many of the original face brick facades. 11 Redfern Street is the only timber weatherboard houses in this area.</p> <p>Front gardens are typically well maintained and enclosed by low lying visually permeable fences. Mature verge trees line the street and obscure the majority of the front facades while creating a shaded picturesque streetscape. The south side properties have a large setback while the northside dwellings are set close to the front boundary.</p> <p>Heytesbury Road <i>108-122 Heytesbury Road (North side)</i> <i>109-129 Heytesbury Road (South side)</i> <i>135 Hensman Road</i></p> <p>The section of Union & Redfern Street Heritage Area consisting of Heytesbury Road is characterised by a predominately single-storey housing stock. The architectural style of this section is predominately from the Federation era with a restrained application of Queen Anne detailing. The street features many large villas some spanning across multiple lots. The smaller cottages are predominately asymmetrical while the larger dwellings often exhibit symmetrical features.</p> <p>The roofs are a combination of hips and gables with varied amounts of detailing, including louvered gablets and tall chimneys. The roofing material is predominately corrugated steel sheeting with some terracotta tiling to 109 and 110 Heytesbury Road. Projecting gables with half-timbered detailing and rough rendered infill are a dominant feature.</p> <p>Verandahs are a dominant feature to the street with decorative timber valances and corner brackets. The verandahs vary between stepped, return and straight.</p> <p>The external walls are predominately brick ranging between rendered, painted and tuckpointed. The historical analysis suggests that during the mid-late 20th century alterations occurred to many of the original face brick facades.</p> <p>Front gardens are typically well maintained and enclosed by a range of fence types. 115 Heytesbury Road is the only house with a high solid rendered masonry fence to the front boundary. Mature verge trees line the street and obscure the majority of the front facades while creating a shaded picturesque streetscape.</p>
Condition	Good: Based on a streetscape assessment only
Integrity	High
Authenticity	Moderate: Most properties have undergone some degree of adaptation and/or extension to meet modern living standards. Typical changes include rear extensions, alterations to verandahs, new fencing, painting/rendering face brickwork and re-roofing. However, most places (as viewed from the street) have retained a medium to high level of authenticity.
Statement of Significance	<p>The Union & Redfern Street Heritage Area is of cultural heritage significance for the following reasons:</p> <p><u>Aesthetic Value</u></p> <ul style="list-style-type: none"> The area contains aesthetically pleasing streetscapes with a strong heritage character. In particular, cohesive streetscapes have been created by a limited palette of materials and styles.

	<ul style="list-style-type: none"> The area contains many good, representative, suburban examples of Federation Queen Anne houses and Federation Bungalows. These include both gentlemen's villas and modest suburban houses, and collectively illustrate a gradual evolution in architectural detailing of these places between 1899 and the early Inter-war years. <p><u>Historic Value</u></p> <ul style="list-style-type: none"> The residential subdivision of this area represents the early development activities of Sydney and Melbourne based real estate agents and property developers. In this context it helps to illustrate the status of Western Australia as a place of opportunity during the gold rush era of the late nineteenth century – attracting significant interest and investment from the eastern states. The collection of houses in the heritage area helps to demonstrate the manner in which the family residences of professional men and business owners (such as senior civil servants and merchants) existed side by side with the smaller houses of semi-professional and tradespeople. The collection of houses in the heritage area helps to illustrate the scale and standard of housing considered appropriate for these families in the early twentieth century. <ul style="list-style-type: none"> The area was a place of residence for a number of people who were prominent in the local business community or were otherwise public identities of the early to mid-twentieth century.
Levels of Contribution	 <p>Key</p> <ul style="list-style-type: none"> Considerable Contribution Some Contribution Little/ No Contribution <p>Considerable Contribution: Places that have generally retained clear evidence of their traditional external detailing/character and/or have important historical associations.</p>

	<p>Some Contribution: Places that have undergone more substantial external alterations over time, but their underlying character still remains consistent with the heritage streetscape. Places of Some Significance also retain sufficient evidence to provide a basis for future restoration, if and when the opportunity arises.</p> <p>No Contribution: Places that have been altered to such an extent the original design intent of the place is no longer discernible and original fabric/design elements have been lost or a place that was constructed after the primary period of construction.</p>
Other listings and status	Heritage Area designated under part 3 clause 9 of the Deemed Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
Key References	<ul style="list-style-type: none"> • Greenward Consulting, <i>Heritage Assessment of 2-26 Campbell St, 2-22 Union St, 135-165 Hamersley Rd & 70-104 Heytesbury Rd, Subiaco</i> (prepared for the City of Subiaco, July 2014) • Greenward Consulting, <i>Heritage Assessment of 108-122 and 109-135 Heytesbury Road, Subiaco</i> (prepared for the City of Subiaco, April 2015) • Greenward Consulting, <i>Heritage Assessment of James Chesters' Union Street Subdivision</i> (prepared for the City of Subiaco, December 2014) • Greenward Consulting, <i>Heritage Assessment of Peet and Bastow's Redfern Street Subdivision 1-12 Redfern Street, Subiaco</i> (prepared for the City of Subiaco, January 2015) • City of Subiaco, <i>Local Planning Policy 3.8: Union and Redfern Heritage Area</i> (February 2021)