



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

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

The wording of this document has been adapted from Claremont Railway Station Conservation Plan with amendments and/or additions by HCWA staff and the Register Committee.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.8.6 Building and maintaining railways
- 4.2 Supplying urban services (transport)

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 202 Rail and light rail transport
- 209 Technology and technological change
- 404 Community services and utilities

11.1 AESTHETIC VALUE*

The Railway Station and Quarters (1886) is significant as a fine example of a station designed in the Federation Arts and Crafts style during the 1880s by George Temple Poole, in his capacity as Chief Architect for the Public Works Department. (Criterion 1.1)

Claremont Railway Station has landmark qualities as a component of the Claremont town centre. The main buildings terminate the northern end of Bay View Terrace, the main commercial centre of Claremont. The Signal Cabin, passenger overbridge and two storey Station Master's Quarters are particularly prominent visually. On the northern side of *Claremont Railway Station* the Goods Shed is a prominent landmark on Shenton Road and from the Davies Road approach to the site. (Criterion 1.3)

The Railway Station and Quarters (1886), Goods Shed (1887), middle platform shelter (1887), Signal Cabin (1905), passenger overbridge and two extant platforms, landscape features and former cattle yards together form a substantially intact railway precinct dating from the late nineteenth and early twentieth century. (Criterion 1.4)

11.2. HISTORIC VALUE

* 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.

Claremont Railway Station is associated with the development of the town of Claremont. The construction of the Fremantle to Guildford Railway line in 1881, the establishment of a siding at Butler's Swamp and later the Railway Station and Quarters in 1886 promoted subdivision and settlement of the Claremont area. As with the majority of the metropolitan centres, the townsite of Claremont developed adjacent to the railway station. (Criterion 2.1)

Claremont Railway Station is the oldest extant station on the Fremantle to Guildford Railway line, opened in 1881. Passenger use of the line in the early years exceeded expectation and resulted in the need for more sidings and stations along the line. The Railway Station and Quarters were built for this purpose in 1886 and, in the ensuing years, developed as a principal passenger station and goods depot, as well as the main control point of signals on the Fremantle to Perth line. (Criterion 2.1 & 2.2)

From 1905 to the 1970s, *Claremont Railway Station* has been a major access point to the Royal Agricultural Showgrounds. When the Royal Agricultural Society relocated from Guildford to Claremont in 1905 a campaign of works was carried out at *Claremont Railway Station* to increase the capacity for passengers as well as construct more services as required for the transport of agricultural stock and exhibitions. The cattle yards adjacent to the station were developed for this purpose. (Criterion 2.2)

Claremont Railway Station was built by various builders and contractors who worked on the place including Philip Reilly, who constructed the Railway Station and Quarters in 1886, and Atkins and Law, who constructed the western passenger overbridge in 1900. In recent years, as a result of the restoration of the Railway Station and Quarters in 1983/4 and of the Signal Cabin in 1992/3, *Claremont Railway Station* has been associated with conservation architects Rob Mck. Campbell and Ron Bodycoat respectively. (Criterion 2.3)

The Railway Station and Quarters is an important example of the work of the Public Works Department under the direction of George Temple Poole, Chief Architect from 1885 to 1896, during which period a number of significant public buildings were completed in Claremont and in the State. A fine example of the Federation Arts and Crafts style, the Railway Station and Quarters exhibits the design qualities found in numerous public buildings of the period. It is one of only four extant stations in Western Australia designed during this period and which include the station and Station Master's Quarters in a single building. (Criteria 2.3 & 2.4)

11. 3. SCIENTIFIC VALUE

Claremont Railway Station has the potential through archaeological research to yield information concerning the goods passing through the Goods Shed and the lives of the workers there from 1897, and information concerning the material culture of passengers and railway staff from the first days of rail passenger travel in Western Australia. (Criterion 3.2)

11. 4. SOCIAL VALUE

Claremont Railway Station is of social significance to the numerous passengers who have used the place and its facilities, and to the workers who have been associated with the place, since 1896. (Criterion 4.1)

Claremont Railway Station contributes to the historic character of Claremont and, as a result, contributes to the local and wider communities' sense of

place. This is illustrated by its inclusion in the Register of the National Estate, as well as its classification by the National Trust. The importance of the place to the community was also illustrated during the public campaigns to retain the Railway Station and Quarters and its associated structures, such as the Signal Cabin and passenger overbridge, intact. This commitment to retain the station buildings resulted in the restoration of the Railway Station and Quarters in 1983/4 and of the Signal Cabin in 1992/3. (Criteria 4.1 & 4.2)

12. DEGREE OF SIGNIFICANCE

12.1. RARITY

Claremont Railway Station is the earliest intact station precinct in Western Australia. (Criterion 5.1)

Claremont Railway Station includes one of only four station buildings constructed in Western Australia in the 1880s which incorporated the station and the Station Master's Quarters in one building. The other stations are Beverley (1885), York (1885) and Walkaway (1887). (Criterion 5.1)

12.2 REPRESENTATIVENESS

The Railway Station and Quarters is representative of the Federation Arts and Crafts style of architecture typical of the Public Works Department under the direction of Chief Architect George Temple Poole. (Criterion 6.1)

Claremont Railway Station is a representative example of a railway station on the Fremantle to Guildford line, opened in 1881. (Criterion 6.2)

12.3 CONDITION

The condition of *Claremont Railway Station* is fair to good. The continued use of the place throughout its history has ensured a continuing program of maintenance and repair. The Railway Station and Quarters underwent a program of conservation in 1983/4. There is some rising damp along the southern elevation.

Other buildings have undergone regular maintenance associated with ongoing railway use. The Signal Cabin has been restored for interpretive purposes. The Goods Shed is being maintained as part of a program of adaptive reuse.

12.4 INTEGRITY

The integrity of *Claremont Railway Station* is high. The Railway Station and Quarters is no longer used for railway purposes, however the station is still in use for railway purposes.

12.5 AUTHENTICITY

The authenticity of *Claremont Railway Station* is very high. The buildings and site remains substantially as constructed in the late nineteenth and early twentieth centuries.

13. SUPPORTING EVIDENCE

Key sections of the supporting evidence have been taken from 'Claremont Railway Station Conservation Plan' Draft 3, prepared for Westrail by Heritage and Conservation Professionals, in October 2000.

Key sections are: 2.0 Documentary Evidence (pp7-54), 3.0 Physical Evidence (pp55-94), 4.0 Analysis of Documentary and Physical Evidence (pp95-96), 7/0 Graded Zones and Elements of Significance (pp105-110).

13.1 DOCUMENTARY EVIDENCE

For an analysis of the Documentary Evidence, refer to 'Claremont Railway Station Conservation Plan' Draft 3, prepared for Westrail by Heritage and Conservation Professionals, in October 2000.

13.2 PHYSICAL EVIDENCE

For an analysis of the Physical Evidence, refer to 'Claremont Railway Station Conservation Plan' Draft 3, prepared for Westrail by Heritage and Conservation Professionals, in October 2000.

13.3 COMPARATIVE INFORMATION

For a Comparative Analysis, refer to 'Claremont Railway Station Conservation Plan' Draft 3, prepared for Westrail by Heritage and Conservation Professionals, in October 2000.

13.4 KEY REFERENCES

'Claremont Railway Station Conservation Plan' Draft 3, prepared for Westrail by Heritage and Conservation Professionals, in October 2000.

13.5 FURTHER RESEARCH
