



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

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

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.3.7 Moving goods and people on land
- 3.7.4 Building and maintaining railways

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 111 Depression and boom
- 202 Rail and light rail transport

11.1 AESTHETIC VALUE*

Fremantle Railway is a fine example of a building designed in the Federation Free Classical Style, and featuring the rare example of a large train-hall roof, generous entrance hall with imposing arched windows, and particularly finely detailed wrought-iron station gates. (Criterion 1.1)

The place is an imposing element in the streetscape of Phillimore Street with its classical and massive appearance. The building is an important townscape element closing the vista of Market Street.

Fremantle Railway Station has landmark value, enhanced by its aesthetic link with: Phillimore Chambers (1899), corner of Cliff and Phillimore streets; P & O Building (c.1903), Phillimore Street; and, Dalgety's Bond Store (fmr) (c.1905) in materials and in style; Federation Free and Federation Free Classical.

Together with His Majesty's Hotel (c.1890; 1903), Scottish House (former Adelaide Steamship Co., c. 1898), Phillimore Chambers (1899), Dock Buildings, P & O Building (c.1903) and Customs House (fmr) (1908); Fremantle Railway Station makes a positive contribution to the cohesive early twentieth-century streetscape along Phillimore Street. The individual buildings are clearly distinguishable by their heavy masonry quality, the consistent use of stonework and brickwork, parapeted facades and proportions providing a unifying theme. (Criterion 1.3)

Fremantle Railway Station is an integral component of a commercial and maritime precinct that forms one of the many gold boom streetscapes in the West End of Fremantle. (Criterion 1.4)

* 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.

11. 2. HISTORIC VALUE

The siting of the place had a significant impact on the commercial development of Fremantle, as it moved steadily eastwards, away from the early west end focus of the port town.

The style and scale of *Fremantle Railway Station* serves as an important reminder of the historical importance of Fremantle as Western Australia's principal port town. (Criterion 2.1)

Fremantle Railway Station is significant as the site of the former Railway Workshops, prior to their relocation to Midland in 1904. (Criterion 2.2)

11. 3. SCIENTIFIC VALUE

The place has the potential, through archaeological investigation, to yield information on activities and technology associated with the first railway workshops in Western Australia. (Criterion 3.2)

11. 4. SOCIAL VALUE

Fremantle Railway Station is highly valued by the community as a principal transport interchange. It is the point of arrival or departure for many visitors to Fremantle, one of Western Australia's premier tourist attractions. (Criterion 4.1)

The place is the important for its associations with the Perth rail system, a crucial influence in shaping the demographics of Perth, particularly in relation to the settlement patterns of migrant groups. (Criterion 4.1)

The place is contributes significantly to the community's sense of place and both a defining point of arrival and departure and in its imposing, yet aesthetically pleasing, physical presence. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Fremantle Railway Station and Perth Railway Station are the only railway stations in Western Australia to have platforms covered by a large 'train hall' roofs. (Criterion 5.1)

12. 2 REPRESENTATIVENESS

The place is representative of the ebullient architecture that was common in Fremantle during the gold boom. As such, it is a demonstration of the civic aspirations for public buildings commensurate with gold boom atmosphere prevailing at the time of construction and the sophistication of Fremantle, Western Australia in the early 1900s. (Criterion 6.2)

12. 3 CONDITION

The building appears to be generally sound, but there is evidence of dampness on interior walls. Damaged roof coverings and flashings are creating dampness problems in the building. Moisture penetration from leaking water pipes and waste pipes on walls is causing moisture to penetrate the walls. The roof covering and the parapets require investigating and remedial work to arrest moisture penetration.

Damage to exterior stonework caused by physical damage by bikes and trolleys is evident to the façade and rear exterior wall. The physical damage has enabled moisture to penetrate, and paint has peeled from these originally unpainted stone surfaces. Rising damp is clearly evident.

12.4 INTEGRITY

Clear physical evidence remains of each of the major phases of development of the place. Tenants have made no structural alterations and evidence of former occupants survives. The place continues to be used for its original purpose, that of transportation, and the adaptive re-use of areas within the station are compatible with the place. *Fremantle Railway Station* retains a high degree of integrity.

12.5 AUTHENTICITY

Despite the refurbishment of finishes, modernisation of transport facilities, and changes to electrical and plumbing services and fittings, the original detailing is largely intact. A minor amount of replacement of original interior fabric has been carried out.

Some original fabric has been replaced with fabric dissimilar to that of the original design. These areas are readily identifiable and enough documentary and physical evidence exists to guide appropriate reversal of fabric. *Fremantle Railway Station* retains a high degree of authenticity.

13. SUPPORTING EVIDENCE

Attached are key sections of the Supporting Evidence prepared by Kelly Aris Conservation Architect with Julia Ball and Gaye Nayton, 'Fremantle Railway Station Conservation Plan', prepared for the Department of Contract and Management Services on behalf of Westrail in June 1999.

Key sections used are: 1.0 Documentary Evidence (p1-14), 3.0 Analysis of Documentary and Physical Evidence (p57-66).

13.1 DOCUMENTARY EVIDENCE

For a discussion of the Documentary Evidence refer to Kelly Aris Conservation Architect with Julia Ball and Gaye Nayton, 'Fremantle Railway Station Conservation Plan', prepared for the Department of Contract and Management Services on behalf of Westrail in June 1999.

13.2 PHYSICAL EVIDENCE

For a discussion of the Physical Evidence refer to Kelly Aris Conservation Architect with Julia Ball and Gaye Nayton, 'Fremantle Railway Station Conservation Plan', prepared for the Department of Contract and Management Services on behalf of Westrail in June 1999.

13.4 REFERENCES

Kelly Aris Conservation Architect with Julia Ball and Gaye Nayton, 'Fremantle Railway Station Conservation Plan', prepared for the Department of Contract and Management Services on behalf of Westrail in June 1999.

13.5 FURTHER RESEARCH

Archaeological research may reveal information regarding the former railway workshops on the site.