



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Register Entry

- 1. DATA BASE No.** P4794
- 2. NAME** *Mount Henry Bridge (1982, 2006, 2007)*
OTHER NAMES N/A
- 3. LOCATION** Across Canning River, South Perth
- 4. DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Portion of Reserve 48327 being portion of Lot 310 on Deposited Plan 47439 being part of the land contained in Certificate of Title Volume LR3151 Folio 540;
Portion of Lot 1 on Plan 12385 being part of the land contained in Certificate of Titles Volume 1049 Folio 790 and Volume 1311 Folio 527;
Portion of Lot 27 on Diagram 12676 being part of the land contained in Certificate of Title Volume LR3176 Folio 54;
Portions of Road Reserve as shown in HCWA Curtilage Map P4794-1.
- 5. LOCAL GOVERNMENT AREA** City of South Perth
- 6. HERITAGE LISTINGS**
 - Register of Heritage Places: Registered 16/04/2026
 - National Trust Classification: -----
 - Local Planning Scheme – Heritage List: -----
 - Local Heritage Survey 14/11/2000
 - Aboriginal Sites Register Canning River - ACH 3538
- 7. ORDERS UNDER SECTION OF THE ACT**

- 8. HERITAGE AGREEMENT**

- 9. STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE**
Mount Henry Bridge is a nine-span, pre-stressed concrete road bridge, across the Canning River, built in 1982 and expanded in 2007. It carries three lanes of traffic in each direction, has a separate bicycle and pedestrian bridge cantilevered on both sides immediately below the traffic bridge, and two railway lines travelling in

opposite directions. The place has cultural heritage significance for the following reasons:

The place is associated with the growth of the Perth metropolitan area in the latter part of the 20th century, and government support for extensive road systems, and later rail systems, commencing with the 1955 Stephenson-Hepburn Plan and the subsequent 1963 Metropolitan Region Scheme. (Factor A)

The place is a vital component of the Kwinana Freeway, a major transport artery linking the Perth CBD with the south metropolitan region of Perth, (including the industrial precinct around Kwinana), and the major tourist and wine-growing regions of the south-west of the state. The place is representative of the significant concrete bridges across major waterways that started emerging in Perth from the 1950s. (Factor A and D)

The place has aesthetic and scientific value for its innovative design and construction including the cantilevered pedestrian walkways and cycleways under the bridge deck on each side which separates vehicle and pedestrian traffic, and the use of a construction method which minimised the need for complex and expensive mid-span temporary piers. The method of construction demonstrates an engineering innovation not previously used in Western Australia. (Factor H, B and G)

The place has social value as a prominent landmark that contributes to the community's sense of place. Its elegant and simple form was designed to minimise the visual impact on the river, allow maximum use by water traffic, and be well integrated into the landscape. (Factor E and F)