HERITAGE COUNCIL OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Permanent Entry

1. DATA BASE No. 4795

2. NAME *Narrows Bridge* (1959)

3. LOCATION Perth and South Perth

4. DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY

Main Roads Western Australia Bridge No. 953 and those portions of;

Main Roads Western Australia Road Reserve to the North and South of the said Bridge and

The bed of the Swan River, being a part of the Port of Perth and

Perth Lot 921, being part of Crown Reserve 37594 and being part of the land comprised in Crown Land Record Volume 3043 Folio 251 and

Perth Lot 920, being part of Crown Reserve 33804 and being part of the land comprised in Crown Land Record Volume 3040 Folio 55, as together are defined in Heritage Council of Western Australia survey drawing No. 4795 prepared by Steffanoni Ewing and Cruickshank Pty. Ltd.

5. LOCAL GOVERNMENT AREA City of Perth & City of South Perth

6. OWNER

Main Roads Western Australia	(Bridge 953 & Road Reserve)
Minister for Transport	(Port of Perth)
City of South Perth	(Reserves 33804 & 37594)

7. HERITAGE LISTINGS

• Register of Heritage Places:	Interim Entry	08/01/1999
	Permanent Entry	23/04/1999
• National Trust Classification:		----------
• Town Planning Scheme:		----------
• Municipal Inventory:		----------
• Register of the National Estate:		----------

8. CONSERVATION ORDER

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9. HERITAGE AGREEMENT

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10. STATEMENT OF SIGNIFICANCE

Narrows Bridge, a five span pre-stressed concrete bridge, has cultural heritage significance for the following reasons:

the place is a strong landmark element of the visual landscape which comprises the built form of the City and the *Narrows Bridge* and the natural form of the river and Mt Eliza,

this same visual resolution is apparent during the day and at night time in the context of an illuminated City and Bridge,

the place is the first physical manifestation of the Hepburn and Stephenson plan, which contributed to the development of the Freeway road systems in the State and the Perth Metropolitan Region Scheme from the 1950s,

the pre-stressed concrete structure is representative of innovative engineering technology and method developed in the 1950s. The construction involved structural design, techniques and materials appropriate to a low-profile structure in a visually, critical location with difficult foundation characteristics,

the place has associations with eminent consulting engineers, Maunsell & Partners in the U.K. and consulting architects, Sir William Holford and Partners in the U.K., as an element of the Stephenson-Hepburn Report of the 1950s which emphasised the need for aesthetic consideration to be incorporated into the design of the Bridge; and,

the place contributes to the community's sense of place as an element in the landscape of the City.