



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.

11.1 AESTHETIC VALUE*

The slim profile of *Narrows Bridge* displays strong aesthetic characteristics. (Criterion 1.1)

The pre-stressed concrete form of the structure was an innovative bridge design in Western Australia in the 1950s. (Criterion 1.2)

The structure is a strong 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. The Bridge displays landmark values in the context of Perth Water and river beyond. (Criterion 1.3)

The same visual resolution is apparent during the day and at night time in the context of an illuminated City and Bridge. (Criterion 1.4)

11.2. HISTORIC VALUE

Narrows Bridge is important in the history of the development of the City of Perth. The Bridge 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. (Criterion 2.1)

Built in 1959, *Narrows Bridge* is the realisation of plans, which were discussed from the 1840s, to bridge the narrow neck between Perth Water and Melville Water. (Criterion 2.2)

Narrows Bridge 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. (Criterion 2.3)

The aesthetically pleasing design of the Bridge was emphasised by the consulting engineers, Maunsell & Partners and the consulting architects, Sir

* 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.

William Holford and Partners, to conform with the original brief and the advice of Professor Gordon Stephenson. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

Narrows Bridge is of considerable scientific and technical value. As a pre-stressed concrete structure, it 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. (Criteria 3.1 & 3.3)

11. 4. SOCIAL VALUE

Narrows Bridge is valued by the community as the main north-south access across Perth water, and for its continuous use as a traffic bridge from the 1950s to the present day. (Criterion 4.1)

Narrows Bridge contributes to the community's sense of place as an element in the landscape of the City. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

12. 2 REPRESENTATIVENESS

Narrows Bridge demonstrates the characteristic slim profile and structural form of pre-stressed concrete bridge design which developed in the 1950s. (Criterion 6.1)

Narrows Bridge is representative of the development of the Metropolitan Region Scheme and the Traffic System which evolved as a result of that Scheme. (Criterion 6.2)

12. 3 CONDITION

The *Narrows Bridge* is in sound condition as a consequence of regular maintenance and upgrading of the main structural system by Main Roads Western Australia. However, there is evidence of superficial deterioration.

12. 4 INTEGRITY

Being in continuous use since 1959, *Narrows Bridge* has a high degree of integrity.

12. 5 AUTHENTICITY

Narrows Bridge has a high degree of authenticity. Minor changes in the original structure reflect the changing needs of the Perth traffic system.

13. SUPPORTING EVIDENCE

Attached are key sections of the supporting evidence prepared by Ronald Bodycoat, Architect, 'Narrows Bridge Conservation Plan' (prepared for Main Roads, June 1998).

13.1 DOCUMENTARY EVIDENCE

For a discussion of the documentary evidence refer to prepared by Ronald Bodycoat, Architect, 'Narrows Bridge Conservation Plan' (prepared for Main Roads, June 1998).

13.2 PHYSICAL EVIDENCE

For a discussion of the physical evidence refer to prepared by Ronald Bodycoat, Architect, 'Narrows Bridge Conservation Plan' (prepared for Main Roads, June 1998).

13.3 REFERENCES

Ronald Bodycoat, Architect, 'Narrows Bridge Conservation Plan' (prepared for Main Roads, June 1998).

13.4 FURTHER RESEARCH

Engineering reports are included in Ronald Bodycoat, Architect, 'Narrows Bridge Conservation Plan' (prepared for Main Roads, June 1998) as appendices.