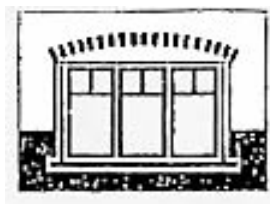


**PHILLIMORE STREET
INTEGRATED PLAN**

HERITAGE IMPACT REPORT

**Prepared
by
Heritage and Conservation Professionals
August 2005**



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INTRODUCTION

This report provides comment on the heritage impact of the proposed Integrated Plan for Phillimore Street. The Integrated Plan has been prepared to take account of heritage and urban design issues expressed in the Phillimore Street Integrated Masterplan prepared by Donaldson and Warn Architects for the City of Fremantle in 2004 and to also address in detail requirements for traffic circulation. The Integrated Plan takes account of specific requirements of the City of Fremantle, Fremantle Ports and the Public Transport Authority.

Various heritage reports and studies are pertinent to this report. These are:

‘Conservation Plan for Arthur Head Reserve Fremantle’, prepared for the City of Fremantle by Naomi Lawrance and Considine and Griffiths Architects, 1999.

‘Conservation Plan for Fremantle Railway Station’, prepared for the Department of Contract and Management Services on behalf of Westrail by Kelly Aris, Julia Ball and Gaye Nayton, June 1999.

‘Conservation Plan for the Phillimore Street Precinct’, prepared for the City of Fremantle by Heritage and Conservation Professionals, August 2003.

A conservation plan for Victoria Quay, under preparation by Architect Ronald Bodycoat, was not available, however discussions were held with the author.

A Heritage Study was carried out for Fremantle Ports in 1998 by Ian Molyneux and Associates.

Where appropriate this report draws on the information provided in the earlier reports. No additional documentary research has been carried out and the assessments of significance presented in this report are those provided in earlier relevant documentation. All historical information in this report is sourced from the above studies.

The purpose of a heritage impact report is to provide a summary of the heritage issues pertinent to the development and to comment on the impact that the development has on heritage values of identified significant heritage places.

This report takes the following format:

Identification of Heritage Listings and statutory implications

Significance of Phillimore Street

Place by place impact assessment

1.0 HERITAGE LISTINGS

1.1 REGISTER OF ABORIGINAL SITES

No specific research into sites of Aboriginal Significance has been carried out as part of this study.

The Conservation Plans for the Phillimore Street Precinct and for the Arthur Head Reserve both identify an area of Aboriginal Significance that extends across Arthur Head and the immediate surrounds. The boundaries of the area of significance are not clearly defined.

The Conservation Plan for Arthur Head Reserve states;

'The landform of Arthur Head Reserve has significance to the south-west Aboriginal community as part of the mythological interpretation of the landscape and has associations, customs, traditions and historical land use, together with early contact between the Aborigines and British colonists. Any actions taken in connection with the Arthur Head Reserve should consider these sensibilities in addition to complying with statutory requirements.'

The provisions of the *Aboriginal Heritage Act 1972* protect all sites of Aboriginal significance, whether included on the Register or not. Any works within the area that are likely to impact on significant sites should be referred to the Department of Indigenous Affairs prior to commencement.

Fremantle Ports has advised that the entire Inner Harbour (water and land) has been assessed in accordance with the requirements of the *Aboriginal Heritage Act 1972*. The assessment did not reveal any places of significance within Victoria Quay.

1.2 REGISTER OF HERITAGE PLACES

The following places within the study area are included on the Heritage Council of Western Australia's Register of Heritage Places.

West End of Victoria Quay (Place No 3602)

(Owned by the Fremantle Port Authority)

Fremantle Railway Station (Place No 0976)

(Owned by the Minister for Railways)

Round House and Arthur Head Reserve (Place No 0896)

(Reserve 21563 vested in the City of Fremantle)

**Taylor Memorial Drinking Fountain and Horse Trough, Elder Place
(Place No 0949)**

(Reserve 13411 owned by the Minister for Water Resources)

The areas associated with each of these listings that are protected by the Heritage of Western Australia Act 1990 are included at Attachment A.

As the proposed development impacts to some degree on all of these places, the comment (approval) of the Heritage Council of WA will be required for the proposal to proceed. The Heritage Council will be primarily concerned with the impact of the proposal on the registered places, however as the whole area is of high significance, the Council is likely to take a holistic view. Areas of specific interest are likely to be:

- Details of proposed road works on the eastern side of the Arthur Head Reserve at the western end of Phillimore Street and any impact on embankments or levels.
- Any impact on the structures, site areas or general character of Victoria Quay including the proposed treatment of the Cliff Street extension and the treatment of the area outside the entrance to the Fremantle Port Authority building.
- Treatment of the Fremantle Station forecourt, views to and from the station and proposals for the adjacent development site.
- Details of impact on the Elder Place reserve.

1.3 CITY OF FREMANTLE HERITAGE LISTINGS

The City of Fremantle has protected heritage places through the provisions of its Town Planning Scheme since the 1970s. As a result a considerable proportion of the built heritage of the City remains intact.

The City of Fremantle Town Planning Scheme recognizes and protects an area identified as the West End Conservation Area. In addition a number of buildings and sites within the proposed development area are included on the City of Fremantle's Municipal Heritage Inventory and are protected under the provisions of the Town Planning Scheme. Places within the Phillimore Street area that are included on the City's Municipal Heritage Inventory are listed in the Conservation Plan for the Phillimore Street Precinct and are not repeated here.

The City of Fremantle takes a proactive approach to heritage and generally seeks to protect all places of identified heritage significance within the boundaries of the City.

Heritage places within the study area, other than those already identified as included on HCWA's Register of Heritage Places, that have the potential to be impacted by the development include:

- Weighbridge
- Pioneer Park
- Pumping Station, Elder Place

2.0 HERITAGE SIGNIFICANCE OF PHILLIMORE STREET

2.1 SUMMARY OF SIGNIFICANCE

The Conservation Plan for the Phillimore Street Precinct prepared in August 2003 defined the significance of the precinct and identified issues that should be considered in the proposed redevelopment of the area.

Phillimore Street is significant because it follows the alignment of the original shoreline and defines the separation between the West End of the City of Fremantle and the port. Land to the south-east of Phillimore Street forms part of the original peninsula, while land to the north-west, generally occupied by the railway and the port, was reclaimed for the construction of the deep harbour designed by Engineer-in-Chief C.Y. O'Connor and completed in 1897.

The original town plan of Fremantle comprised a rectangular grid based on the alignment of High Street and the Round House. From Market Street the direction of the grid changed and streets were formed parallel with the existing shoreline. The irregular form of Phillimore Street results from the intersection of these two areas at the northern end of Market Street.

Maps of Fremantle dating from the 1870s show Beach and Bay Streets extending along the edge of the shore to Market Street, and a Recreation Ground on land at the north western end of the peninsula. Cliff Street extends from South Jetty on the south side to North Jetty, in the approximate location of the entrance to the Port Authority Building. By the late 1880s the Recreation Ground has been replaced by the first Fremantle Railway Station and Phillimore Street is shown linking the western end of Bay Street with the station and Arthur Head.

Reclamation works began on the north-western side of Phillimore Street in the 1870s and continued until the construction of the deep harbour was completed. From that time the alignment of Phillimore Street has remained substantially unchanged.

2.2 ARCHAEOLOGICAL SIGNIFICANCE

Due to the extensive history of development and change in the vicinity of Phillimore Street, the area has considerable archaeological potential. The sites of the former Residency (Round House carpark), north jetty (outside the entrance to the Port Authority building), railway station (north east side of Cliff Street intersection) and Uglieland (Pioneer Park) area all likely to contain archaeological material. Any development in these areas should include Archaeological watching briefs and reports. This means that during critical periods of construction an archaeologist should be present, and should provide a report at the end of the process. Contractors should be briefed to stop work in the event that archaeological material is uncovered until it has been investigated by an archaeologist.

3.0 HERITAGE IMPACT STATEMENT FOR THE PHILLIMORE STREET INTEGRATED PLAN

3.1 INTRODUCTION

Generally the proposed development has taken account of the heritage significance of the area and does not propose works that will be detrimental to assessed heritage values. This has been achieved through careful planning at all stages and consideration of heritage values as part of the development process.

3.2 MRS TRIVETT PLACE AND CAPTAINS LANE

History

Mrs Trivett Place and Captains Lane are located on the north eastern portion of the Arthur Head Reserve. Mrs Trivett Place rises from the western side of the roundabout at the Cliff Street/ Phillimore Street intersection, along the limestone ridge to provide access to houses on Captains Lane.

This area is identified in the Arthur Head Reserve Conservation Plan to be of exceptional significance for the limestone formations that exist between the lane and Fleet Street and the adjacent carpark.

Proposed Development

The proposed development will require reconfiguration to the eastern end of Mrs Trivett Place and the adjacent carpark. The proposal requires modification of the ridge between Mrs Trivett Place and the carpark in order to provide access. It is proposed to achieve this using fill rather than requiring further excavation. This is required because the proposed new alignment of Phillimore Street precludes direct access to Mrs Trivett Place. Instead, a new direct access to the carpark from Phillimore Street will be created, and from there an access way created to Mrs Trivett Place.

Analysis/ Recommendation

The proposal requires some modification to the eastern end of the limestone ridge. The ridge has probably been altered previously in the history of Arthur Head, but has probably remained in its present configuration from the nineteenth century. The proposal has been designed to have as little impact as possible due to the high significance of the area, and will use fill rather than excavation as far as possible.

Any development should include an archaeological watching brief due potential for the area to contain archaeological material related to former uses of the area.

Approval of the Department of Indigenous Affairs and the Heritage Council of WA will be required.

3.3 ROUND HOUSE CARPARK

History

The carpark at the western end of Phillimore Street is included in boundaries of the Arthur Head Reserve which is vested in the City of Fremantle.

The carpark is the site of a former building known by various names including the 'Government Cottage' and the 'Residency'. The Arthur Head Reserve Conservation Plan dates the building as circa 1850. Photographs show the building to have been a substantial single storey structure with a steeply pitched, probably shingled, roof and verandahs. Stone walls had been built around two sides by 1860 and by 1885 it had been extended and had seven chimneys. It was demolished circa 1965 to make way for parking. (Ref Arthur Head Reserve CP, pp 176/7)

Proposed Development

The proposed development will require some modification to the Phillimore Street side of the carpark to allow for the proposed re-routing of Phillimore Street to link with Fleet Street. A new access will be created into the carpark area and the access to Mrs Trivett Place will be re-routed through this area.

Analysis/ Recommendation

The proposal requires some modification to the carpark area as discussed previously.

Continued use of the area for parking purposes retains significant views to and from the Arthur Head Reserve and Round House, and is appropriate.

The carpark was the site of a building from the 1850s to the 1960s. As an alternative to the use of the site for parking, consideration could be given to construction of a new building in this area. Any new building should be designed to complement, but not copy, the significant buildings of the Arthur Head Reserve.

There are photographs and plans of the Residency available, however a new building should not reproduce the Residency, but should be of similar scale and proportions and in approximately the same location. A contemporary building could interpret the earlier building, and be used as a centre to present the significance of Arthur's Head to the public.

Any future development should include an archaeological watching brief and report, due to the area's potential to contain archaeological material related to former uses.

Approval of the Department of Indigenous Affairs and the Heritage Council of WA will be required for any development in the carpark area.

3.4 CLIFF STREET

History

Cliff Street is shown on the earliest plans of the City of Fremantle. When Fremantle was established as the first port of entry to the Swan River Colony, passengers and cargo disembarked at south jetty on Anglesea Bay and traveled along Cliff Street to the North Bay jetty where they embarked for the journey up river to Perth. Cliff Street has remained a major access to the port throughout its history.

Proposed Development

The proposed development closes the Cliff Street access to Victoria Quay and extends Phillimore Street to connect with Fleet and Slip Streets. The Cliff Street axis is reinforced as a pedestrian route. The Cliff Street alignment is restored and the area in front of the Fremantle Port Authority building is rationalized.

Analysis/ Recommendation

Although not retaining Cliff Street as a traffic route to Victoria Quay, the plan reinforces Cliff Street as a major cross street. It will be retained and its alignment straightened which will help to interpret its significance. Closing the street to traffic offers the opportunity of providing interpretation of the history of the area and in particular of the jetty, originally located approximately in front of the Port Authority building.

Any development should include an archaeological watching brief and report, due to the potential for the area to contain archaeological material related to former uses of the area.

Approval of the Department of the Heritage Council of WA will be required for any development within the boundary of Victoria Quay.

3.5 WEIGHBRIDGE

History

The weighbridge is located approximately in the middle of the Cliff and Phillimore Street intersection.

This area historically comprises the recreation ground known as 'Fremantle Green' that was reclaimed by local residents in the 1840s.

The existing weighbridge was constructed in 1921 replacing an earlier timber structure. A new weighbridge was installed in 1924 and the building extended in 1934. The weighbridge was used until 1984. The Reserve was vested in the City of Fremantle in 1984 and comprises an area 12.2m x 21.5m.

The weighbridge is included on the City of Fremantle's Municipal Inventory. The weighbridge is not included on HCWA's Register of Heritage Places but is on their assessment program and therefore referral to the Heritage Council is required for any proposed development.

Proposed Development

The proposed extension of Phillimore Street has been designed to take account of the significance of the weighbridge. It will be retained on an increased area of land.

Analysis/ Recommendation

The proposal retains the weighbridge. The increased area of ground around the weighbridge offers the opportunity to interpret the history of 'Fremantle Green'.

Referral of proposed development to the Heritage Council is required.

3.6 PAKENHAM STREET CROSSING

History

Pakenham Street was included on the original town plan for Fremantle. The land on which the proposed Pakenham Street crossing is located was originally reclaimed for railway purposes in the 1880s for the construction of the first Fremantle railway station, built near the Cliff Street intersection in 1887 (not extant). The existing Fremantle Station was built in 1907. The land continued to be used for railway and port facilities through most of the twentieth century.

Proposed Development

The plan proposes that the main access to Victoria Quay be located at the intersection of Pakenham and Phillimore Streets.

Analysis/ Recommendation

From a heritage perspective the location of the intersection is appropriate as it retains and reinforces the traditional street pattern and also allows views and vistas of the port from the end of Phillimore Street to be retained.

No specific heritage approvals are required.

3.7 MARKET STREET ALIGNMENT

History

Market Street was included on the original town plan for Fremantle. It marked the change in direction of the road grid from the West End to the remainder of Fremantle. Early town plans of Fremantle show Market Street extending across the marshlands that were later reclaimed for the construction of the railway workshops and subsequently Fremantle Railway Station.

Proposed Development

The plan proposes a minor re-alignment of approximately .5m at the northern end of Market Street at the intersection with Phillimore Street and the entrance to the station forecourt.

Analysis/ Recommendation

The re-alignment of Market Street is minor and allows the original significant intersection with Phillimore Street, and significant views from the Fremantle town centre along Market Street to the station, to be retained.

No specific heritage approvals are required.

3.8 PIONEER PARK

History

Pioneer Park (Uglieland) was the site of an annual fair run by the Fremantle Uglymen's Association in the 1920s. The area was converted to a public reserve, known as Pioneer Reserve, in 1940 when it was officially opened by Sir James Mitchell.

Proposed Development

The proposed development requires the minor realignment of Market Street by 0.5m, which will result in the re-alignment of the western edge of Pioneer Park by 0.5m. The realignment does not result in the loss of any trees.

Analysis/ Recommendation

The re-alignment of the corner of Pioneer Park is minor and will not impact on the overall heritage significance of the place. It is recommended however that interpretation of the history of Pioneer Park (Uglieland) should be incorporated in the urban design and redevelopment of the area, as this will enhance the overall significance of the area.

Any development of Pioneer Park should include an archaeological watching brief and report due to the potential for the area to contain archaeological material related to former uses.

No specific heritage approvals are required.

3.9 ELDER PLACE

History

Reserve 13411 contains the Taylor Memorial Drinking Fountain and Horse Trough and the pumping station (public toilets). The whole of the reserve is included on the Heritage Council's Register of Heritage Places, however only the drinking fountain and trough are listed and no reference is made to the pumping station.

The Pumping Station was built in 1913 as part of the water supply for Fremantle.

John Taylor constructed the Taylor Memorial Drinking Fountain in 1905 in memory of his two sons. It was ordered from a Doulton and Company catalogue and arrived in pieces from England for erection, without instructions and with parts missing! It was restored in the 1980s when potter Joan Campbell reconstructed the missing pieces. The fountain is located on the southern side of the pumping station.

Proposed Development

The re-alignment of Market Street does not impact on the area around the pumping station and drinking fountain.

Analysis/ Recommendation

The pumping station, drinking fountain and trough are retained on Reserve 13411. It is recommended that interpretive material relating to these two structures should be provided to indicate their history and significance.

Approval of the Heritage Council of WA will be required for any development proposal for the reserve.

3.10 FREMANTLE STATION FORECOURT

History

Fremantle Railway Station was built in 1907. The area in front of the station, on Phillimore Street, originally featured a large station garden. Over time the area of

garden area has been eroded to the point where it is no longer extant and the area is used primarily as a bus interchange.

Proposed Development

The plan proposes continued use of the station forecourt for buses as a requirement of the Public Transport Authority. However the road arrangement will be rationalized and a small landscaped area may be developed in front of the station forecourt, subject to a maintenance agreement between the Public Transport Authority and the City of Fremantle.

Analysis/ Recommendation

The use of the station forecourt for buses is a requirement of the Public Transport Authority. If a landscaped area were developed, this would interpret the former station gardens and enhance the visual appearance of the station. This is subject to a maintenance agreement between the Public Transport Authority and the City of Fremantle.

Approval of the Heritage Council of WA will be required for any proposed development within the area of the station forecourt.

3.11 FREMANTLE RAILWAY STATION

History

Fremantle Railway Station was built in 1907. It remained in operation until closed by the State Government in 1979. It was reopened when the Labour Government reinstated the Fremantle to Perth passenger service in 1983. The building remains substantially as constructed and is a major landmark at the northern end of Market Street.

Proposed Development

The plan proposes the creation of a development site at the western end of the station building, on land currently used as the station staff carpark.

Analysis/ Recommendation

Any proposed new building adjacent to the station will require careful consideration to be compatible with the existing significant building. A new building should not copy the detail of the existing station building but should reference its form and proportions.

The new building should be of approximately the same height as the main part of the station façade, not including the barrel vaulted entrance (approximately 7m). This would allow for a development of two storeys in height. The roof of the new building

should be flat, or should include a parapet to align with the top of the station façade. The front elevation should be simple in plane and should align with, or sit slightly behind, the station façade. The articulation of the façade of the new building should be simple, but should pick up the line of existing windows, string courses etc. Verandahs or awnings are not appropriate and should not be included.

The materials of a new building could be framed construction incorporating areas of glass to give a lightweight, almost transparent, look. Alternatively traditional masonry construction could be used. If masonry construction is used the materials should follow the materials of the station, that is stone and red brick.

Any new building in this location requires careful planning. The site requires above all excellence in architectural design in order to complement and not detract from the significant station building.

Approval of the Heritage Council of WA will be required for any proposed development adjacent to the station building.

APPENDIX A

**Plan showing areas included on
HCWA's Register of Heritage Places
adjacent to Phillimore Street**
