



**HERITAGE
COUNCIL**
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

Permanent Entry

1. **DATA BASE No.** 11342
2. **NAME** *Garratt Road Bridge (1935; 1972)*
OTHER NAMES Garratt Road Bridge Upstream (1935), Garratt Road Bridge Downstream (1972), MRWA 950 (1935), MRWA 952 (1972), South-bound bridge (1935), North-bound bridge (1972)
3. **LOCATION** Garratt Road, Bayswater
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Main Roads of Western Australia Bridge Numbers 950 and 952, portion of the Swan River riverbed to High Water Mark being Part of Lot 302 Deposited Plan 47452 also being portion of Crown Reserve 48325 contained in Part of Crown Land Title Volume 3151 Folio 549, portion of the Garratt Road road reserve and portion of the Grandstand Road road reserve all as defined on Heritage Council of Western Australia Survey Drawing No. 11342 prepared by McMullen Nolan Surveyors
5. **LOCAL GOVERNMENT AREA** City of Bayswater, City of Belmont
6. **OWNER** State of Western Australia
As to Bridge Nos. 950 & 952: Responsible agency Main Roads Western Australia)
(As to road reserves: Responsible agencies Main Roads Western Australia, City of Bayswater and City of Belmont
7. **HERITAGE LISTINGS**

• Register of Heritage Places:	Interim	29/05/2009
	Permanent	23/03/2010
• National Trust Classification:	Classified	14/04/1998
• Town Planning Scheme:		-----
• Municipal Inventory:	Adopted	24/02/1998
• Register of the National Estate:		-----
8. **CONSERVATION ORDER**

9. **HERITAGE AGREEMENT**

10. **STATEMENT OF SIGNIFICANCE**

Garratt Road Bridge, a working timber and concrete structure comprising Garratt Road Bridge Upstream (1935) and Garratt Road Bridge Downstream (1972), has cultural heritage significance for the following reasons:

the place is the longest extant timber road bridge in Western Australia, and possibly the longest ever constructed in the State;

Garratt Road Bridge Upstream (1935) was constructed using the sustenance labour scheme, and is an example of the State Government's plan to construct major transport infrastructure and roadworks using this scheme during the Depression of the 1930s;

Garratt Road Bridge Upstream (1935) was designed and its construction supervised by E. W. C. Godfrey, Chief Engineer for the Main Roads Department from 1928 to 1957 and is a good example of his work of the 1930s;

the bridge's location and ongoing use are influenced by the close proximity of Ascot Racecourse, home of the Western Australian Turf Club since 1852, and the bridge is integrally linked with the evolution of horse racing in the State; and,

the place is used as the landmark finishing point for the Avon Descent, the longest white water competition in the world.

A water gauging station and tethered work pontoon that fall within the curtilage have no significance and are intrusive to the site.