

# Project scope

The Swan River Crossings project will replace the existing traffic bridge, improve connectivity, and celebrate the stories, character and heritage of the site.

## Project Scope Boundary





# Preliminary Design Vision

## Key Interpretive Themes and Site Stories

### The Environment

- The river and the land provide for people and we care for it in return.
- The land and river nurtures, provides food, a place to live, and materials for building.

### Social Significance

- Walyalup and the Derbal Yerrigan are significant to Whadjuk.
- The river divides the north and south, but Fremantle is one community, and the bridge marks connection and transition.
- People love and enjoy the river.

### River Crossings

- The place has been a crossing point between north and south for thousands of years.
- The river was the first means of transport.
- Since 1866 there have been four bridges over the Swan River at this location.

## Preliminary Design Vision

**"To create new infrastructure designed to improve connectivity, amenity and celebrate the crossings, connections and river transitions of the Swan River/Derbal Yerrigan at Fremantle/Walyalup."**

This vision will be updated following community engagement.

**Please share your thoughts  
on the preliminary vision.**



# Design Vision: Stories

We want to understand what stories and opportunities are most important to the wider community. We will aim to incorporate this feedback into the design vision of the project. Please read through the following stories of the Swan River Crossing.



## 1. Caring for Country

Reciprocity is a Noongar core value system that is embedded in the notion of caring for country, through which land and waters give back to Noongar people.

Noongar people are the first environmentalists, as they have demonstrated of caring for country, laws, lore and value systems. Noongar six seasons help to maintain cultural practice, knowledge and spirituality of Noongar people, culture and heritage.



## 2. Bidi and Ferries

After colonisation, ferries transported people and goods across the river. There were different crossing points in Fremantle, depending on the seasons.

The limestone bar was removed in 1849 to allow ships to come further up the river. Later even more of the sand bar and limestone river bed were later removed to build C.Y. O'Connor's harbour in the 1890s.

One of the most important 'bidi' (trail) connecting Noongar to other moort (family) throughout Whadjuk Nyoongar boodja was the sandbar and limestone crossing. It was located around where the Maritime Museum now sits on Victoria Quay.



# Stories

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*(Painting by Jane Eliza Currie, 1830)*

### 3. Mooro and Beeliar

Walyalup is situated in Whadjuk Noongar boodja (country). Nyoongar people have lived in this part of boodja since the Nyittingy (creation times). The area contains many campsites and spiritual sites which have been used by Noongars from pre-contact to the present day.

The river is the division between Mooro boodja, Yellagonga's territory on the north of the river; and Beeliar boodja, where Midgegooroo's group lived on the south side. Walyalup was a neutral meeting and trading place where the bidi (trails) lead the Noongar from their inland camps to this part of the coast and river to conduct ceremonial and cultural business, hunt, camp and fish according to the Nyoongar season of Kambarang.



*Emu Cave (Photo T. Walley)*

### 4. Walyalup Dreaming

The creation of Wadjemup and the other islands off the coast of Walyalup is told through the Whadjuk story of the Waugal (Rainbow Serpent) and the Spirit Crocodile (Yondock). The Woorriji (lizard) helps the Waugal defeat the Yondock, and the Dwert (dingo) watches over the river mouth to make sure the Yondock never comes back.

The story explains how the Walyalup landscape came to be, including the limestone bar across the river mouth. This was one of the most important 'bidi' (trail) connecting Noongar to other moort (family) throughout Whadjuk Nyoongar boodja.

### 5. The Orchestra of Music

Through ongoing engagement with Aboriginal Elders, we are also investigating the story of the orchestra of music: Wind blowing through the limestone cliffs creates a musical sound.



# Stories

We want to understand what stories and opportunities are most important to the wider community. We will aim to incorporate this feedback into the design vision of the project. Please read through the following stories of the Swan River Crossing.



*A rowing regatta on the foreshore near the Bridge of Sticks, c1870 (SLWA 025517PD)*

## 6. Bridge of Sticks

The first North Fremantle Bridge was built in 1866 using convict labour. Given the enormous amount of jarrah used to build the bridge, and its prominence in the landscape, it was nicknamed the 'Bridge of Sticks.'

This bridge was modified in 1909 so it would be flat enough to accommodate trams that ran between Fremantle and North Fremantle. The bridge was dismantled between 1947 and 1949. Timbers were salvaged for firewood and milling by the State Saw Mills.



*The high and low level bridges feature in this hand coloured postcard. (Cons 1140/0372 SRO)*

## 7. Two Bridges

Between 1898 and 1909 Fremantle had two bridges alongside each other. The Bridge of Sticks was just for pedestrians and the low level bridge was for horses and carts and cars.

In 1909 the low level bridge was removed except for a section on the north side which was kept as a landing stage for fishing.



# Stories

We want to understand what stories and opportunities are most important to the wider community. After today, we will aim to incorporate this into the design vision of the project. Please read through the following stories of the Swan River Crossing.

## 8. The Fremantle Traffic Bridge

The Fremantle Traffic Bridge was built on the same location and alignment as the 1898 low level bridge. Construction began in 1937. All labour and materials were locally sourced, with the exception of some steel work for the navigation openings and a small amount of ironwork.

Bridge engineer Ernie Godfrey worked for Main Roads from 1928 to 1957 and was responsible for the design of all the bridges built in Western Australia in this period, including the current Fremantle Traffic Bridge.



*Opening of the Fremantle Traffic Bridge. L-R: E. Tindale (Commissioner of Main Roads), J.C. Willcock (Premier), H. Millington (Minister for Works). 15 December 1939. (SLWA 217587PD)*

**These are the histories and Aboriginal stories of the project. Please share with us the social stories and anecdotes you have experienced or witnessed along the bridge (e.g. fishing, walking, cycling, sailing, etc).**

**Share your stories below:**

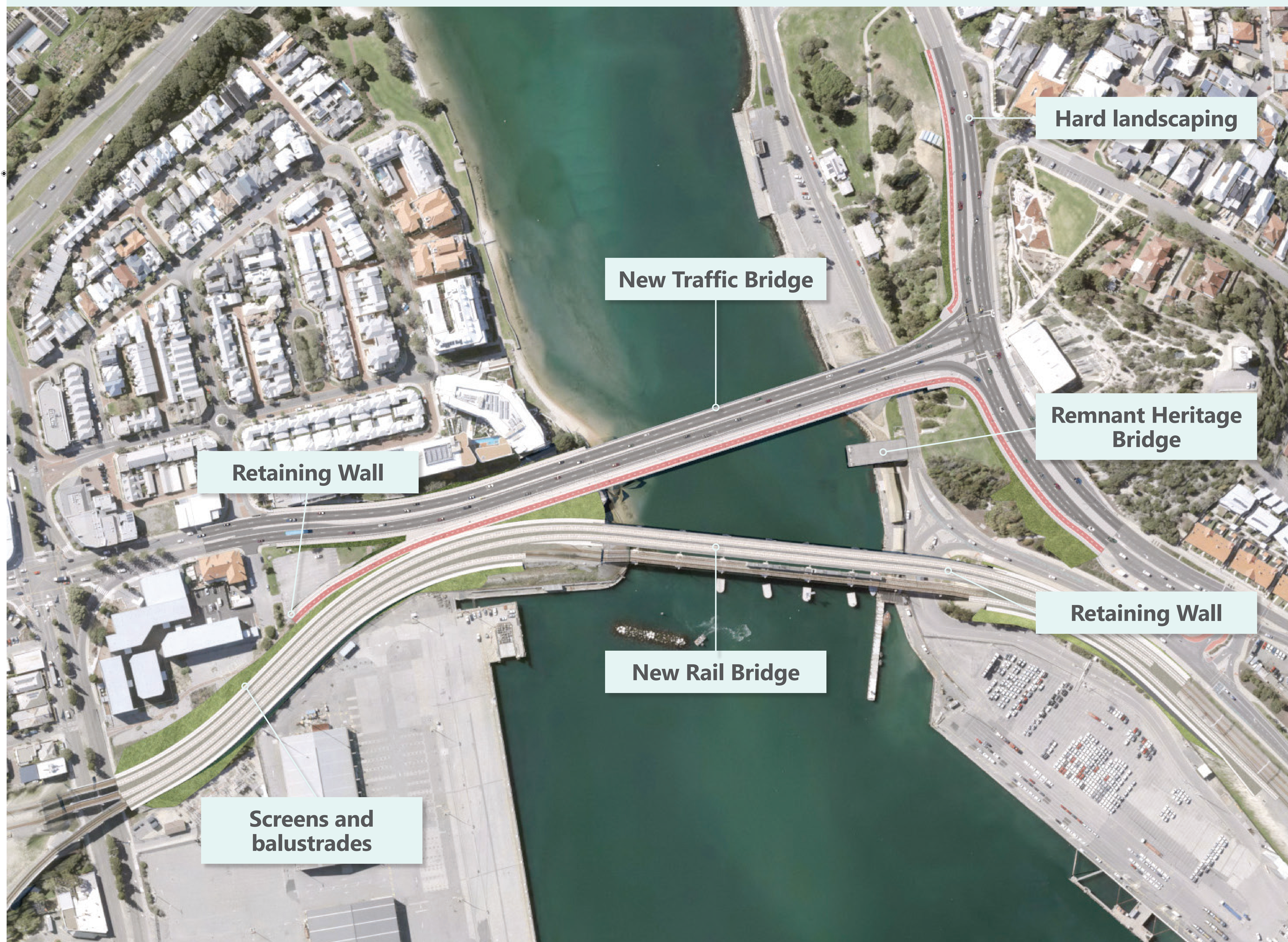


# Design elements

To align the project design vision, principles and objectives, the following areas are considered to be key project elements requiring careful design consideration.

These welcome the opportunity to be the tangible expression of the stories and themes (as described on the previous posters).

- New bridge structures
- The remnant heritage bridge
- Soft landscaping and revegetation
- Hard landscaping and streetscape character
- Retaining walls, screens and balustrades
- Signage and wayfinding
- Feature lighting to existing and new structures
- Public and community art





**Think about the stories of the crossing. Which stories would you like to see expressed in each design element? Place your top 2 stories for each element.**

**New bridge structures**

**Feature lighting to existing/new structures**

**The remnant heritage bridge**

**Soft landscaping and revegetation**



**Think about the stories of the crossing. Which stories would you like to see expressed in each design element? Place your top 2 stories for each element.**

**Hard landscaping and street character**

**Retaining walls, screens and balustrades**

**Signage and wayfinding**

**Public and community art**



# Connectivity

We want to understand how you use the crossing



We aim to enhance connectivity for not only vehicles (marine and road) but also rail, pedestrians and cyclists.

How can we improve your experience and what are your priority areas improvements that will inform a future design?

Using coloured dots Black for vehicle, Green for walking, Red for cycling, Yellow for Rail, Blue for water based transport indicate your primary and secondary use of the bridge(s) by placing the relevant dot on where you are travelling from and your destination. If you these exceed the boundaries of the plan then place your dots on the edge.

- Vehicle
- Walking
- Cycling
- Rail
- Water based transport