

PLACE IDENTIFICATION FORM

ADDRESS

Burwood Road

TYPE

- Single Residence
- Shop
- Office
- Landscape feature
- View
- Multiple Unit Res.
- Outbuildings
- Industrial Building
- Public building
- Other *bridge*

TITLE

Burwood Road Bridge

EXISTING DESIGNATION

HBR GBR AHC NT VAS

STREETSCAPE LEVEL

1 2 3
 SIGNIFICANT STREET TREES SIGNIFICANT KERB & GUTTERS

GRADING

A B C D E
 KEYNOTE BUILDING

RECOMMENDED FOR

HBR/GBR AHC URBAN CONSERVATION AREA
 VAS PLANNING SCHEME PROTECTION
 CULTURAL LANDSCAPE OTHER

SURVEY DATE *Nov. 91.*
 NEG FILE *42.11.*
 Title
 Vol.
 Fol.

THEME

- Early Settlement
- Mansions
- Victorian Garden Suburb
- Municipal dev.
- 1870s growth
- Garden villas
- Working enclaves
- Commercial Centres
- Edwardian Prosperity
- Interwar Housing
- Flats and Offices

CONSTRUCTION DETAILS

Date *1861-1866.*
 Architect *reconstructed 1931⁽¹⁾*
 Builder
 Elements



- Contributing garden
- Landmark tree
- Original or early hard landscape layout
- Original or early fence

NOTABLE FEATURES/SIGNIFICANCE

See attached

Probable early and rear steel truss structure. See Nat Trust file Walkan Road bridge (refers to this bridge)

INTEGRITY	Good <input checked="" type="checkbox"/>	CONDITION	Good <input checked="" type="checkbox"/>
	Fair <input type="checkbox"/>		Fair <input type="checkbox"/>
	Poor <input type="checkbox"/>		Poor <input type="checkbox"/>

CROSS REFERENCED INFORMATION

Associated significant garden

The site information given above has been determined from external street level inspection.

(1.) Boroondara Standard Aug. 1861, 1869.

BURWOOD ROAD BRIDGE

History

The building of the first timber bridge across the Yarra River c1851¹⁰⁷ at Burwood Road linking the Village of Hawthorn with Richmond was an important early attempt to end Hawthorn's isolation from the metropolis.¹⁰⁸ James Kearney's 1856 map of Melbourne and its suburbs indicates that this bridge was located slightly north of the present bridge.¹⁰⁹ The first bridge was removed in January 1862.¹¹⁰

The present bridge (or its earliest portion) dates from the early 1860s and is associated with the construction of the Hawthorn railway station at that time.¹¹¹ The extension of the railway to Hawthorn had a major impact on the development of the area into an important residential suburb. Hawthorn's official seal recognises this importance by its depiction of a little train crossing the river and steaming into Hawthorn.

Constructed near the site of the early timber bridge, a second Hawthorn Bridge across the Yarra was completed in February 1858 and opened in November 1861 at a cost of 10,065 pounds. There were improvements in 1862 costing 18,000 pounds.¹¹² Horse cabs also went across the bridge.¹¹³ Later in 1890, the bridge was widened from 33 to 47 feet 3 inches in order to carry the horse tram. For many years it was known as the "horse tram bridge".¹¹⁴

The bridge became the scene of controversy in 1928 when the Board of Works took on the new role of bridge building in Greater Melbourne with this bridge and the Victoria Street bridge. The local Council had refused to pay for the 36,000 pounds repair. The McPherson National Park was swept to power in 1928 and immediately gave orders to commence construction. A temporary bridge was built to the south. But meanwhile the Hogan, Labour Government returned to power and cancelled construction. The Railways took over and strengthened the existing structure.

Description

The tarmac, balustrade and tram wire supports of the bridge reflect the 1930s upgrading of the bridge. The tram wire supports now form the dominant impression from the road level. These light weight steel structures form a

¹⁰⁷. Extract from Thomas Serpell's journal in Gwen McWilliam, *Hawthorn Peppercorns*, p.38.

¹⁰⁸. Jonathon Harrison, Hawthorn Newsletter, July 1979.

¹⁰⁹. Reprinted in McWilliam, p.29.

¹¹⁰. Harrison.

¹¹¹. McWilliam pp. 115-121.

¹¹². Harrison.

¹¹³. McWilliam.

¹¹⁴. Harrison.

Burwood Road Bridge continued

gateway to Hawthorn from Richmond and emphasise the influence of transport links on its development. A light weight steel balustrade with simple vertical orientation is used on each side of the four lane carriageway. Below is a lattice steel structure supported on large bluestone pylons, executed in dressed stones. On the Hawthorn side, the pylons of the bridge are placed to frame pedestrian access along the River Bank, connecting Creswick Gardens and Yarra Bank Reserve and the Boat Houses.

Assessment

The first bridge was north of this one and on a different orientation, aligned with the planned east-west street through the village reserve, and giving prominence to the centrepiece of the village facilities at the Anglican Church. There appears to have been a clear intention to direct traffic from the City through the centre of the village reserve, either as a reflection of the bridge position or alternatively the bridge position reflects this plan intention. The topography is less steep here than on the direct Burwood Road route, however both bridge terminations meet the steep hill around St. James Park, and eventually the major cutting along Burwood Road removed the steep ascent in the 1870s. The combination of the difficult terrain and the remoteness from the population who had congregated on the Hill, contributed to the abandonment of the Village Reserve and relocation of the municipal facilities at their present location. The park, the school, the church and the bridge remain to mark the early village reservation.

Alterations to the bridge widened and strengthened it to facilitate public transport to the City and the now huge volume of car traffic. Even in the 1920s the volume was high, as illustrated by the construction of the temporary bridge during repairs. This bridge has been the principal gateway not only to Hawthorn, but also to the eastern suburbs beyond for the whole of its life.

Significance

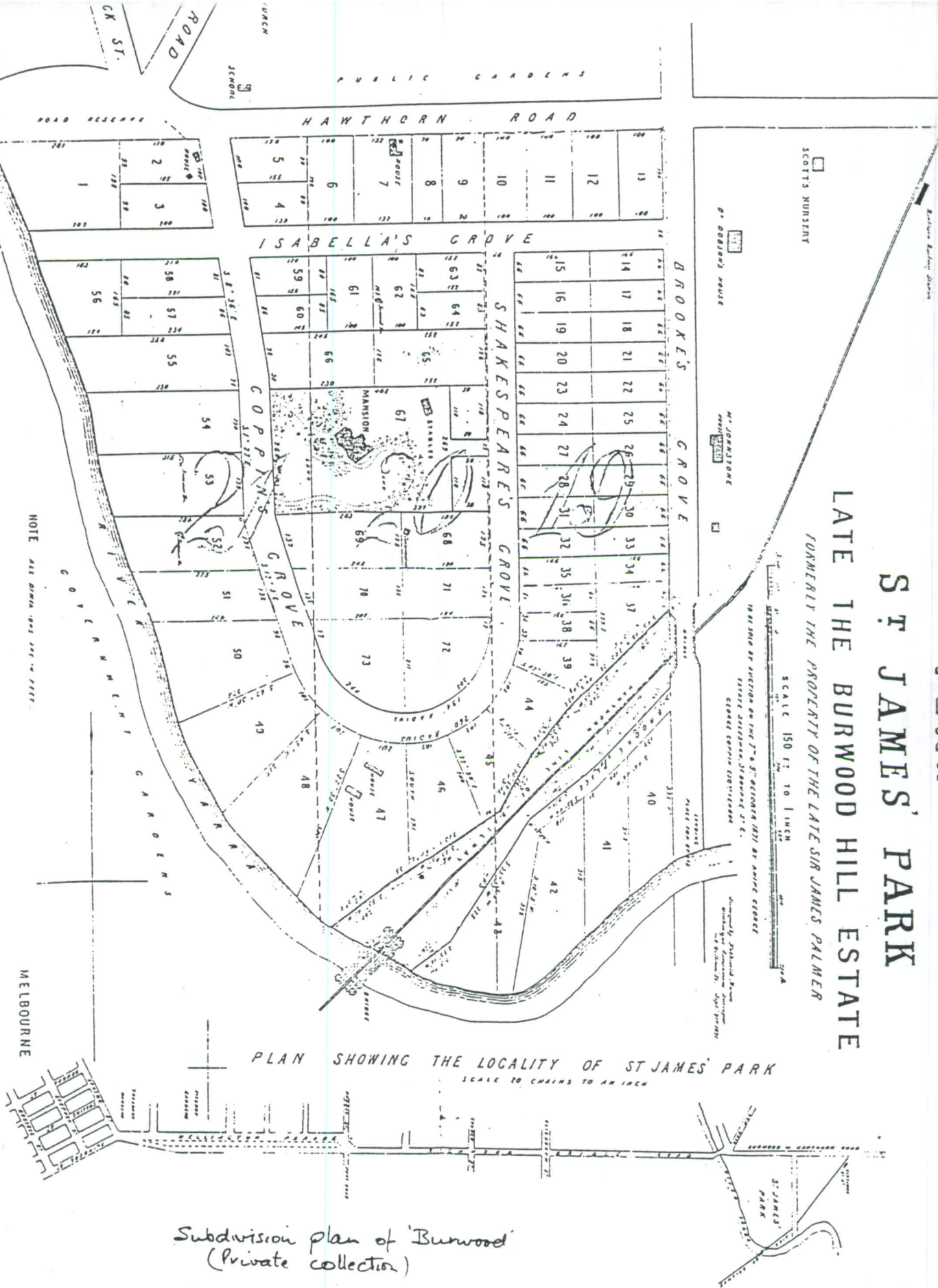
State

1. Historically significant as the major gateway to the eastern suburbs throughout its life.
2. Additionally significant for the association with the early village, and with the development of tram services.
3. Scientific significance for the engineering structure has not been determined.

ST JAMES' PARK

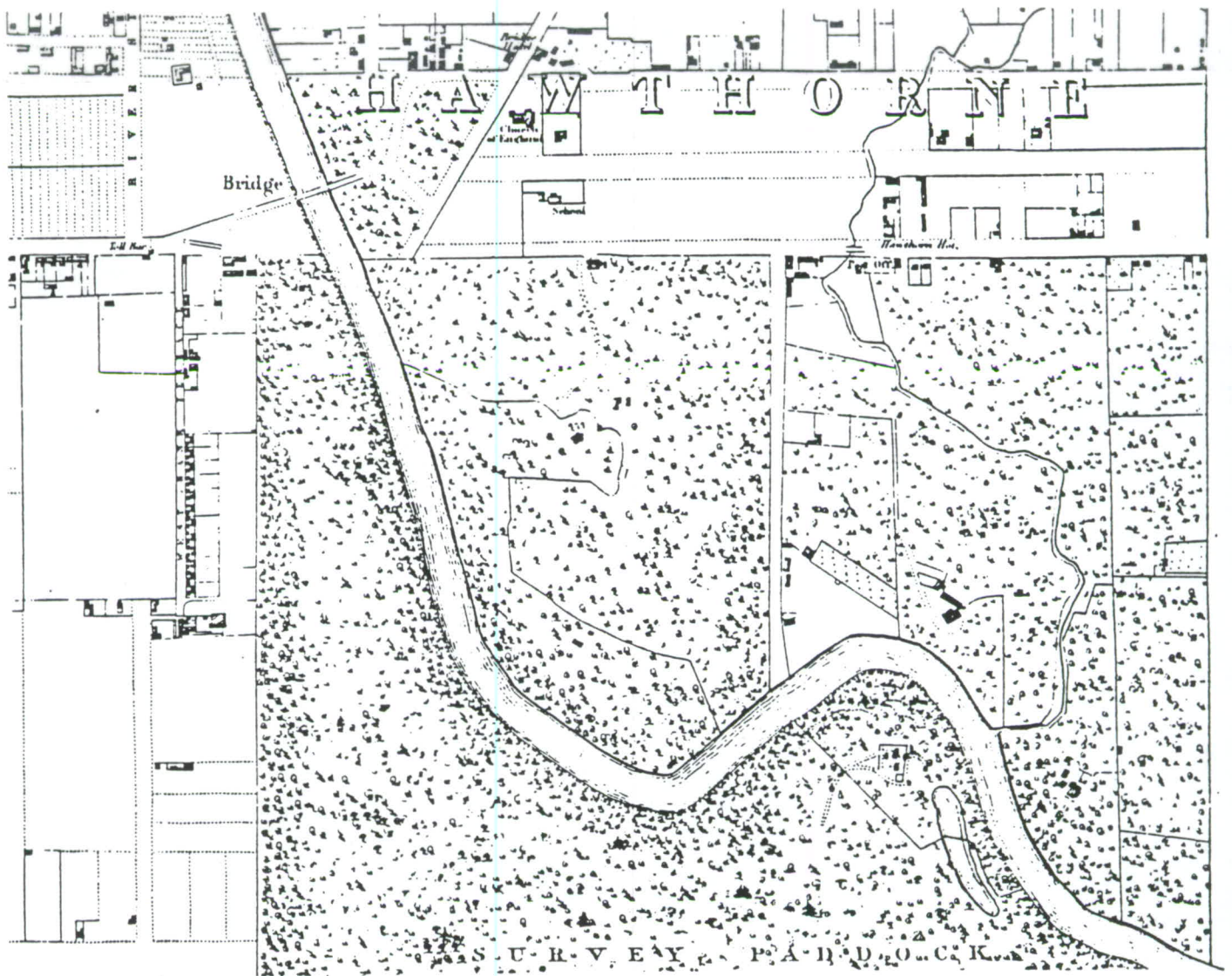
LATE THE BURWOOD HILL ESTATE

FORMERLY THE PROPERTY OF THE LATE SIR JAMES PALMER



PLAN SHOWING THE LOCALITY OF ST JAMES' PARK
SCALE 20 CHAINS TO AN INCH

Subdivision plan of 'Burwood'
(Private collector)



Section of James Kearney, Melbourne and its suburbs, 1855
of plan p. 4



Two Hawthorn bridges: the Board's temporary structure is on the left

from Dingle, T. and Rasmussen C. Vital Connections
Melbourne and its Board of Works 1891-1991.
1991, p. 171.



Burwood Road Bridge