FLEMINGTON BRIDGE (INBOUND)

Flemington Bridge

Flemington Bridge

Flemington Bridge foundation stone

Flemington Bridge

Flemington Bridge

Location

MT ALEXANDER ROAD, FLEMINGTON, MOONEE VALLEY CITY

Municipality

MOONEE VALLEY CITY

Level of significance

Included in Heritage Overlay

Heritage Overlay Numbers

HO429

Heritage Listing

Moonee Valley City

Statement of Significance

Last updated on - November 28, 2013

What is significant?
Flemington Bridge, as reconstructed and widened in 1913 by the Reinforced Concrete & Monier Pipe Construction Co., is significant. The bridge combines the iron girders and columns of the 1868 iron bridge, with the reinforced concrete deck, piers and girders, and handrails supported by decorative cast iron standards added in 1913. A bluestone wall in front of the south abutment may also be part of the 1868 bridge.

How is it significant?
Flemington Bridge is of local historical and technical significance to the City of Moonee Valley.

Why is it significant?
Flemington Bridge is historically significant for its associations with the development of Mt Alexander Road and demonstrates the importance of the bridge as one of the principal northern entries to Melbourne. There has been a bridge at this site since the 1850s and the present bridge incorporates some of the fabric of the third bridge, constructed in 1868, as well the additions made when it was reconstructed in 1913. The bridge demonstrates the improvements made to Melbourne's road network as traffic increased, and was an important component in the development of Melbourne's electrictramway network by enabling a direct connection to be made between the routes in Moonee Valley and the rest of the system. (Criterion A)

It is also significant as an intact example of a reinforced concrete girder bridge constructed by the Reinforced Concrete & Monier Pipe Construction Co. It is notable as an example of the adaptation by the company of an old structure using innovative technology, to provide the first reinforced concrete tramway bridge in Victoria. (Criteria D, F & H)

It is also significant for its remnant fabric of the 1868 bridge which may yield further information about bridge construction in nineteenth century Victoria. (Criterion C)

Theme

3. Connecting Victorians by transport and communications

Heritage Study/Consultant	Moonee Valley - Moonee Valley Heritage Study, Context Pty Ltd, 2015, 2015; Moonee Valley - City of Moonee Valley Stage 1 Heritage Gap Study, Context PL, 2013;
Construction dates	1868, 1913,
Architect/Designer	Monash, Sir John,
Hermes Number	196260
Property Number	

Physical Description 1

The following description of the Flemington Bridge is cited directly from the John Monash website:

This project involved the strengthening and widening of an existing iron bridge to provide for two tram tracks down the middle of the roadway. The alterations used the iron columns and girders from the old structure and introduced new reinforced concrete components.

There are five spans of 21 feet 3 inches (6.48 m). The central strip of the bridge is still supported by the original piers, each consisting of six cast iron cylinder columns connected with X-shaped cross-bracing. Five central

girders, numbers 3, 4, 5, 6 and 7 (counting from the upstream side of the bridge) are made of reinforced concrete and carry the tram lines. On the upstream side two lines of reinforced concrete columns on strip footings were added to support a new footpath. On the downstream side three further lines were added to support a widening of the road and another footpath. On each side the outer line of columns (numbers 1 and 11) supports a reinforced concrete beam to carry the edge of the footpath, while the inner lines (columns 2, 8, 9 and 10) support iron girders re-used from the old bridge. The old timber deck was replaced by a cast in-situ reinforced concrete deck extending over the full width of the bridge. The abutments of the bridge are the column and wall type, with a bluestone wall in front of the Melbourne abutment. The iron handrailing supported by decorative cast iron standards and a concrete pillar at each corner, with a commemorative inscription on the south west pillar, as provided for the 1913 extension, remains reasonably intact.

The above description was prepared c.1998. The condition and integrity of the bridge has not changed appreciably since then. The commemorative inscription on the south west pillar reads: 'In commemoration of the widening of the bridge this stone was laid by the Hon. W.H. Edgar M.L.C. Commissioner of Public Works on the 29th day of May 1913'.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online http://planningschemes.dpcd.vic.gov.au/