

HERITAGE PLACE

NAME OF PLACE: FORMER KILCUNDA RAIL BRIDGE

ADDRESS/LOCATION OF PLACE: Bass Coast Highway KILCUNDA

STUDY NUMBER: 566

HERITAGE OVERLAY NUMBER: HO107

LOCAL GOVERNMENT AREA: Bass Coast Shire

PARISH: PARISH OF WOOLAMAI

SIGNIFICANCE RATING: State



Former Kilcunda Rail Bridge

Image Date: March 2002

EXTENT OF LISTING:

Extent of trestle bridge and all the land between the highway and the low water mark.

FORMER KILCUNDA RAIL BRIDGE

Heritage Overlay No HO107

PropertyNo

File Number

Heritage Study No 566

Heritage Grading

HPD Number 48

HI Number

VHR Number

Other Names/s

Precinct

Group Number

Extra Files

Location Bass Coast Highway KILCUNDA

PARISH OF WOOLAMAI

COUNTY OF MORNINGTON

KILCUNDA (T)

Planning Authority

Ward Anderson

Access Description

Map Number

0

Map Scale 1:100000

Latitude

Longitude

UMG Zone

Easting

Northing

Location Validity

Spatial Accuracy

Extent of Listing

Extent of trestle bridge and all the land between the highway and the low water mark.

Published Extent of Listing

Significance State

Statement of Significance

The former Kilcunda Bridge is of state historic, aesthetic and technological significance. Erected in 1911, the bridge was part of the Woolamai-Wonthaggi railway, constructed specifically to transport the black coal which powered Victoria's railway network. With its spectacular coastal setting beside the Bass Highway, the bridge is a highly prominent landmark. The bridge is of technological significance as an unusually tall example of a timber trestle rail bridge which are becoming increasingly rare.

Gazettal Details

Permit Exemptions

Exemptions Policy

Assessment Against Criteria

AHC A.4 Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of the nation, State, region or community.

AHC B.2 Importance in demonstrating a distinctive way of life, custom, process, land-use, function or design no longer practised, in danger of being lost, or of exceptional interest.

AHC D.2 Importance in demonstrating the principal characteristics of the range of human activities in the Australian environment (including way of life, philosophy, custom, process, land use, function, design or technique).

AHC E.1 Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the community.

AHC F.1 Importance for its technical, creative, or artistic excellence, innovation or achievement.

Date Assessed 12/08/2004 Assessed By F Woodhouse

Comparisons

Rare Assessment

Intact Assessment

Include in VHR Include in RNE Include in Local Planning Scheme No Recommendations for Inclusions

Recommended Management

Rust treat or replace corroded metal fabric and maintain in good order.

Heritage Act Categories

Heritage Item Groups

Heritage Item Categories

Heritage place

Transport - Rail

Railway Bridge/ Viaduct

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Title Details

Builders/Makers

Public Works Department

Construction Started 1911 Circa No Completed Circa No

Physical Description

The former rail bridge at Kilcunda is a timber trestle bridge spanning a coastal inlet. It has tall, four-pile braced piers and unusual longitudinal-timber stays. A modern timber deck with steel handrails has been erected above the original deck, presumably for safe pedestrian access. At the southern end of the bridge there is a remnant section of railway track.

Physical Condition and/or Archaeological Potential

Good

Usage Tourist Attraction.

Associated People

Historical Notes

The Nyora to Wonthaggi railway line first opened in 1910 using a series of temporary rail bridges to transport coal from the State Coal Mine for use by the state railways. The more substantial Kilcunda Railway Bridge was completed in 1911 as a permanent part of the rail infrastructure. The bridge design is unusually tall, and uses a standard 20 foot span system. It was subsequently strengthened by the addition of two more vertical piles to the middle section of each pier, and an additional spanning beam between the piers. The railway line was officially closed on 21 November, 1978.

Historic Themes

Thematic Environmental History

12.3 Railways: A railway from Melbourne to Gippsland, though anticipated from the 1850s when the first railway services began in Melbourne, did not eventuate until the early twentieth century. This was due largely to the inhospitable terrain and the difficulty in cutting a line through the countryside. However, when the State Government committed to establishing a coal field at Wonthaggi, and the coal had then to be transported to Melbourne, the Nyora to Woolamai line to the Powlett Coal Field, an extension of the Melbourne to Dandenong line (which had been established in the 1880s) was commissioned. The Nyora to Wonthaggi branch line was opened in 1910 and the Kilcunda Trestle Bridge was built to carry the now dismantled Nyora to Wonthaggi railway line (1910-78).

Listings

References

Author	Title	Year	Shelf	Location
Department of Land and Survey	Parish plan of the township of Kilcunda, Parish of Woolamai.	undated		
Joseph White	One Hundred Years of History	1974		
Les Blake	Place Names of Victoria	1974		
National Trust	National Trust Historic Bridges Database	2004		
National Trust	National Trust File No. B2949.			

Conservation Plans

Owner Type

Section 32 Recommendation

Owners/Occupants/Managers

Other Notes

Application Detail

Adviser Comments

Planning Scheme Amendments

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Overlay Controls

Planning Scheme Schedule

External Paint Controls? No

Included in Vic Heritage Register? No

Internal Alteration Controls? No

Prohibited uses may be permitted? No

Tree Controls? No

Name of incorporated plan No

Outbuildings/fences not exempt? No

Aboriginal Heritage Place? No