

# Statement of Recommendation from the Executive Director, Heritage Victoria

Sandridge Railway Line Bridge, VHR H0994

Across the Birrarung (Yarra River), between Melbourne and  
Southbank, Melbourne City

Wurundjeri Country



## Executive Director recommendation

I recommend to the Heritage Council of Victoria (**Heritage Council**) that the Sandridge Railway Line Bridge, located across the Yarra River, between Melbourne and Southbank in the Victorian Heritage Register (**VHR**) be amended. The category of registration is recommended to be Registered Place.

In accordance with section 62 of the *Heritage Act 2017* (**the Act**), I suggest that the Heritage Council determine:

- to include additional land in the VHR (section 49(1)(d)(i) and (ii) of the Act); and
- the proposed categories of works or activities which may be carried out in relation to the place for which a permit is under the Act not required, will not harm the cultural heritage significance of the place under section 49(3)(a) of the Act.



**STEVEN AVERY**

**Executive Director, Heritage Victoria**

**Date of recommendation: 13 July 2026**

## The process from here

### 1. The Heritage Council publishes the Executive Director's recommendation (section 41)

The Heritage Council will publish the Executive Director's recommendation on its [website](#) for a period of 60 days.

### 2. Making a submission to the Heritage Council (sections 44 and 45)

Within the 60-day publication period, any person or body may make a written submission to the Heritage Council. This submission can support the recommendation, or object to the recommendation and a hearing can be requested in relation to the submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#).

### 3. Heritage Council determination (sections 46, 46A and 49)

The Heritage Council is an independent statutory body. It is responsible for making the final determination to include or not include the place, object or land in the VHR or amend a place, object or land already in the VHR.

If no submissions are received the Heritage Council must make a determination within 40 days of the publication closing date.

If submissions are received, the Heritage Council may decide to conduct a hearing in relation to the submission. The Heritage Council must conduct a hearing if a submission requests a hearing, and that submission is made by person or body with a real or substantial interest in the place, object or land.

If a hearing does take place, the Heritage Council must make a determination within 90 days after the completion of the hearing.

### 4. Obligations of owners of places, objects and land (sections 42, 42A, 42B, 42C, 42D and 43)

The owner of a place, object or land which is the subject of a recommendation to the Heritage Council has certain obligations under the Act. These relate to advising the Executive Director in writing of any works or activities that are being carried out, proposed or planned for the place, object or land.

The owner also has an obligation to provide a copy of this statement of recommendation to any potential purchasers of the place, object or land before entering into a contract.

### 5. Further information

The relevant sections of the Act are provided at the end of this report.

## Description

The Sandridge Railway Line Bridge is a former railway bridge that crosses over the Birrarung (Yarra River), connecting the Melbourne Central Business District and Flinders Street Railway Station with Southbank. Located between Queens Bridge to the west and the Evan Walker Bridge to the east, the structure has been adapted for use as a shared pedestrian and bicycle bridge.

Set at an oblique angle to the riverbank, the Sandridge Railway Line Bridge is a five-span bridge constructed of steel girders supported on four piers. Each pier comprises three broad columns, formed from cast iron cylinders filled with concrete, which support three longitudinal rows of plate girders and cross girders. These row (s of columns are set parallel to the riverbank and are linked by arched metal trusses. A classical decorative scheme has been applied to the length of the bridge with metal aedicules – formed from Doric columns, supporting segmental pediments and containing fanlight motifs – set above all side columns. A central longitudinal row of girders divides the bridge into western and eastern carriageways.

The artwork *The Travellers* (Nadim Karam, 2005), formed of a series of metal sculptures placed along the eastern edge of the western carriageway and a metal and etched glass partition, separates the two carriageways.

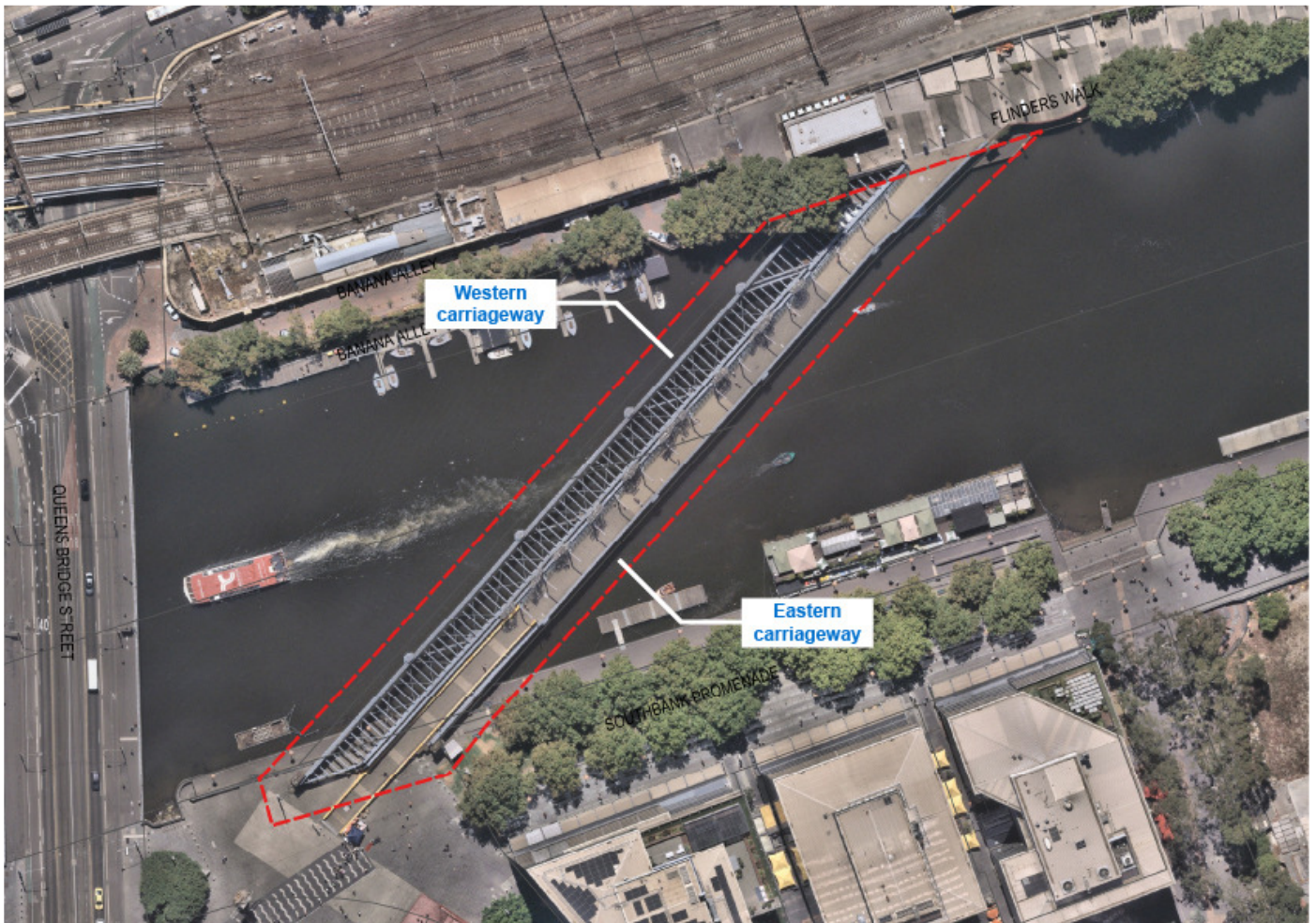
All decking has been removed from the western carriageway, leaving the cross girders of the structure exposed. The eastern carriageway has been redecked with a yellow steel girder ramp inserted between the side girders at the southern end. Rough-hewn and dressed bluestone abutments support the structure at the north and south banks, with the south end supported above the existing ground level due to the removal of a brick viaduct which previously continued to the south.

Traces of red brick are visible within the southern abutment, possibly remnants of the earlier viaduct.



## Diagram of main elements

This diagram indicates the location of the main elements of the Sandridge Railway Line Bridge.





Description images



2026, Sandridge Railway Line Bridge east view, from north of riverbank, Source: Heritage Victoria.



2026, North bank bluestone abutment and eastern side of bridge, Source: Heritage Victoria.



2026, Western side of bridge, Source: Heritage Victoria.



2026, Underside of eastern carriageway (above) and north bank abutment (right), Source: Heritage Victoria.



2026, North bank bluestone abutment, Source: Heritage Victoria.





2026, Pier detail with artwork above, Source: Heritage Victoria.



2026, Parallel steel girders with detail of etched glazing with immigration details in foreground, Source: Heritage Victoria.



2026, Shared user path and 'The Travellers' artwork to the west (looking south), Source: Heritage Victoria.



2026, Ramp from Southbank to the bridge shared user path (looking north), Source: Heritage Victoria.



2026, Bluestone abutment on south bank supporting steel girders at southwest corner, Source: Heritage Victoria.



2026, Bluestone abutment on south bank, red brick (left) possibly remnants of former viaduct to the south, Source: Heritage Victoria.

## History

### Statement of Country

The Wurundjeri people have an unbroken connection to the land and waters around Melbourne from time immemorial. Wurundjeri Country includes the city of Melbourne (Narm) and an area extending north to the Great Dividing Range and beyond, west to the Werribee River, and east to Mount Baw Baw.

The Yoorrook Justice Commission recorded how colonisation brought irreparable damage to First Peoples in Victoria with the introduction of diseases, massacres, dispossession from Country, confinement on missions and reserves, forced labour, separation of families and ongoing policies and practices that perpetuate systemic injustice (Yoorrook Justice Commission 2025).

The Wurundjeri continue to live, work, practise culture and manage land and waters around Melbourne.

### Sandridge Railway Line

Prior to construction of the Sandridge Railway Line, a proposal was put forward by the recently formed Melbourne Bridge Company in 1840 for an iron suspension bridge across the Birrarung at Elizabeth Street. Due to economic conditions, this proposal was shelved and it was not until 1845 that a timber trestle bridge was built, which was to be temporary until a stone bridge was constructed (O'Connor 1985: 95). Following a survey by Robert Hoddle, it was determined that the replacement stone bridge would be located east of the original proposal, at Swanston Street, where Princes Bridge provides a river crossing in the present day. The decision to relocate the bridge to Swanston Street provided an opportunity for the Hobson's Bay Railway Company, with the support of Governor Latrobe, to construct a railway bridge at Elizabeth Street, on land set aside for a terminal at the Flinders Street reserve (Lewis 1995: 19, 35).

In 1854 the Melbourne and Hobson's Bay Railway Company commenced construction of a railway line from Flinders Street in Melbourne to Sandridge (Port Melbourne). The railway was to provide an efficient connection for freight and passengers between the growing town of Melbourne and the developing port on Port Phillip Bay. As part of the line, a timber railway bridge was constructed across the Yarra River.

This was the first passenger railway line in Australia and was followed by a branch line to St Kilda in 1857, constructed to provide access to the increasingly popular seaside resort, and extended to Brighton (via Windsor) in 1859. The Melbourne and Hobson's Bay Railway Company called tenders for the complete duplication of the Sandridge line in 1857 (*The Age*, 4 June 1857:5) and the associated construction of a replacement bridge to carry two tracks over the Yarra River (*Argus*, 29 June 1857:1).

### Sandridge Railway Line Bridge

By the 1880s, a significant increase in activity at the Railway Pier at Port Melbourne required an increase in rail capacity over the Yarra River. A new bridge to carry four tracks – two to Port Melbourne and two to St Kilda – was designed by the Victorian Railways Department and in 1886 a contract for its construction was let to David Munro and Company. Opened in 1888 (*Leader*, 2 June 1888:29), the structure was constructed as a steel girder bridge using steel produced locally from raw materials imported from England and worked into form by Munro's South Melbourne workshops (*The Age*, 10 September 1887:13). The current Sandridge Railway Line Bridge is therefore the third rail bridge constructed at this location to enable rail access across the Yarra River from Flinders Street Station to Port Melbourne and St Kilda. Noted as amongst the earliest of this type to be built in Victoria, other steel bridges constructed by Munro at the time included the Cremorne Railway Bridge and the new Princes Bridge (*The Age*, 20 March 1886:10).

The lines to Port Melbourne and St Kilda were electrified in 1919 (Harrigan:111) and overhead electrical masts were subsequently added to the bridge.

In 1987 the Port Melbourne and St Kilda railway lines were converted to light rail, diverting at Clarendon Street and approaching the city via Spencer Street. East of Clarendon Street, the railway viaduct and Sandridge Bridge into Flinders Street Station became obsolete and remained unused for many years, before refurbishment and alteration in the early twenty-first century. The eastern carriageway was converted into a shared pedestrian and cycling path, and the western carriageway was closed with large steel sculptures installed at its eastern edge, depicting new immigrants arriving in Melbourne via the Sandridge Railway Bridge (*The Travellers* by Nadim Karam), supplemented with etched glass panels containing migration information for Australia. The bridge re-opened in this new form before the Melbourne Commonwealth Games in 2006.



## Selected bibliography

Conservation Studio, *Conservation Management Plan: Sandridge Bridge*, June 2026

L Harrigan, *Victorian Railways to '62*, 1962.

GJM Heritage, *The Victorian Railways: A Thematic History*, 2024.

O'Connor, C. *Spanning Two Centuries*. St Lucia: University of Queensland Press, 1985.

*Argus*

*Illustrated Australian News*

*Leader*

*The Age*

## Historical images



Melbourne; Yarra River with old wooden bridge and Sandridge Railway Bridge under construction.

c1888, Sandridge Railway Bridge under construction, Source:

<https://www.facebook.com/photo/?fbid=7505029452893203&set=gm.7603763673015610&id=672164369508943>



c1892-1900, Flinders Street Railway Bridge, Source: Charles Rudd, SLV <https://handle.slv.vic.gov.au/10381/300351>



*c1891-c1914, Sandridge Railway Bridge, Source: SLV <https://handle.slv.vic.gov.au/10381/73992>*



## Further information

### Registered Aboriginal Party information

The Sandridge Railway Line Bridge is located on Wurundjeri Country.

Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this land is the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

### Victorian Aboriginal Heritage Register

The place is in an area of Aboriginal cultural heritage sensitivity associated with the Birrarung.

(26 May 2026)

### Integrity

The integrity of the place is good. Despite the alteration of the bridge for its repurposing as a shared pedestrian/bicycle bridge, the original form and cultural heritage values of the Sandridge Railway Line Bridge can be easily read in the extant fabric.

(26 May 2026)

### Intactness

The intactness of the place is fair. Alterations have occurred to the place to repurpose it as a shared pedestrian/bicycle bridge with artwork installed. Key alterations include the removal of the bridge decking to the western carriageway, the removal of all railway tracks and associated infrastructure, the modification of the southern end to terminate the bridge and the installation of artwork.

(26 May 2026)

### Condition

The overall condition of the Sandridge Railway Line Bridge is fair. The Conservation Management Plan by Conservation Studio (2026) provides additional information on specific elements.

(22 June 2026)

Note: The condition of a place or object does not influence the assessment of its cultural heritage significance. A place or object may be in very poor condition and still be of very high cultural heritage significance. Alternatively, a place or object may be in excellent condition but be of low cultural heritage significance.

## Amendment recommendation

### State-level cultural heritage significance of the place

The State-level cultural heritage significance of Sandridge Railway Line Bridge was recognised in 1993 by its inclusion in the Register of Historic Buildings.

The Sandridge Railway Line Bridge is of historical, technical and architectural (representative) significance to the State of Victoria.

### Assessment of additional land and summary of significance

The Executive Director proposes to nominate additional land to this registration because it is his view that:

- The State-level cultural heritage significance of the place would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed.
- The additional land surrounds the place and is important to the protection or conservation of the place; or contributes to the understanding of the place.

#### The Executive Director notes that:

- The current extent does not include the full extent of the bridge abutments where the bridge intersects with Southbank.
- The land proposed for inclusion both is currently and has been used in conjunction with the place since 1888 which is almost 140 years.

#### The Executive Director is of the view that:

- If any of the additional land proposed for inclusion in the registration were developed, depending upon the nature of the proposal, there is potential for the development to impact upon the place and substantially reduce its State-level cultural heritage significance.
- The proposed inclusion of land associated with the place will provide clarity on the approvals process for works within the place.

### Change of name

- Not applicable.

## Statutory requirements under section 40

### Terms of the recommendation (section 40(3)(a))

The Executive Director recommends that the registration of the Sandridge Railway Line Bridge in the VHR is amended.

### Information to identify the place or object or land (section 40(3)(b))

**Number:** VHR H0994

**Category:** Registered Place.

**Name:** Sandridge Railway Line Bridge

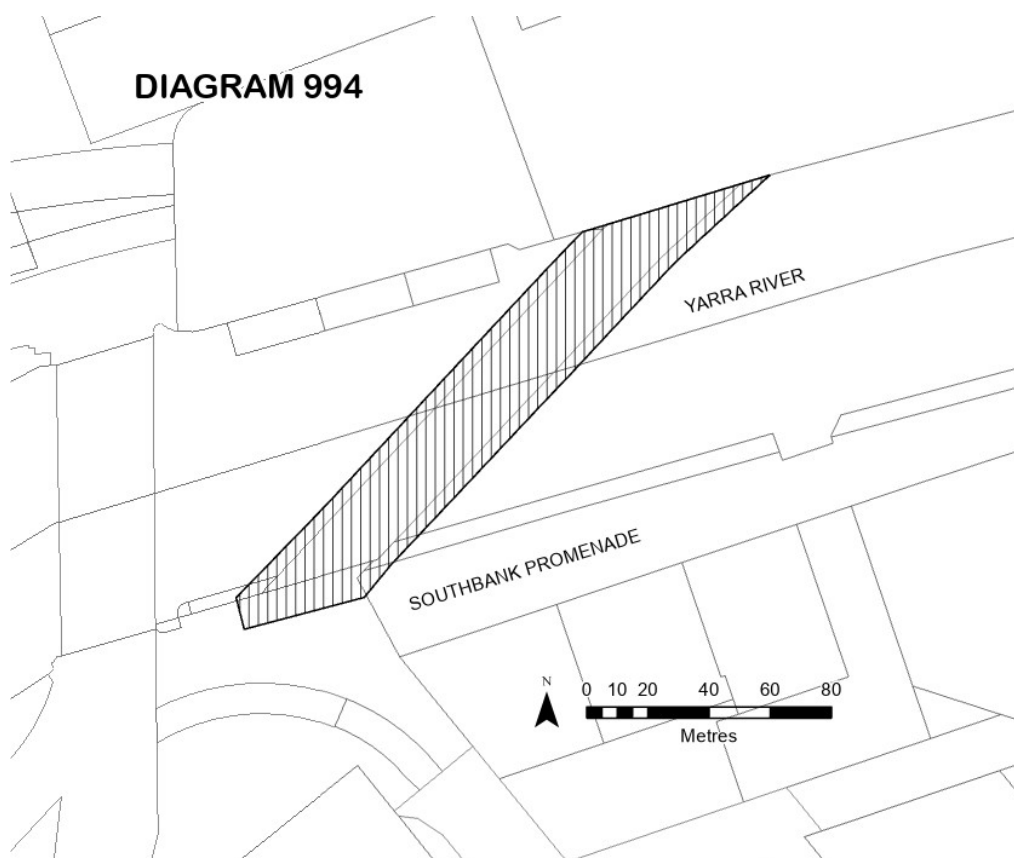
**Location:** Over Yarra River, Melbourne and Southbank

**Municipality:** Melbourne

### Proposed extent of registration

The Executive Director recommends that the extent of registration for the Sandridge Railway Line Bridge be gazetted as:

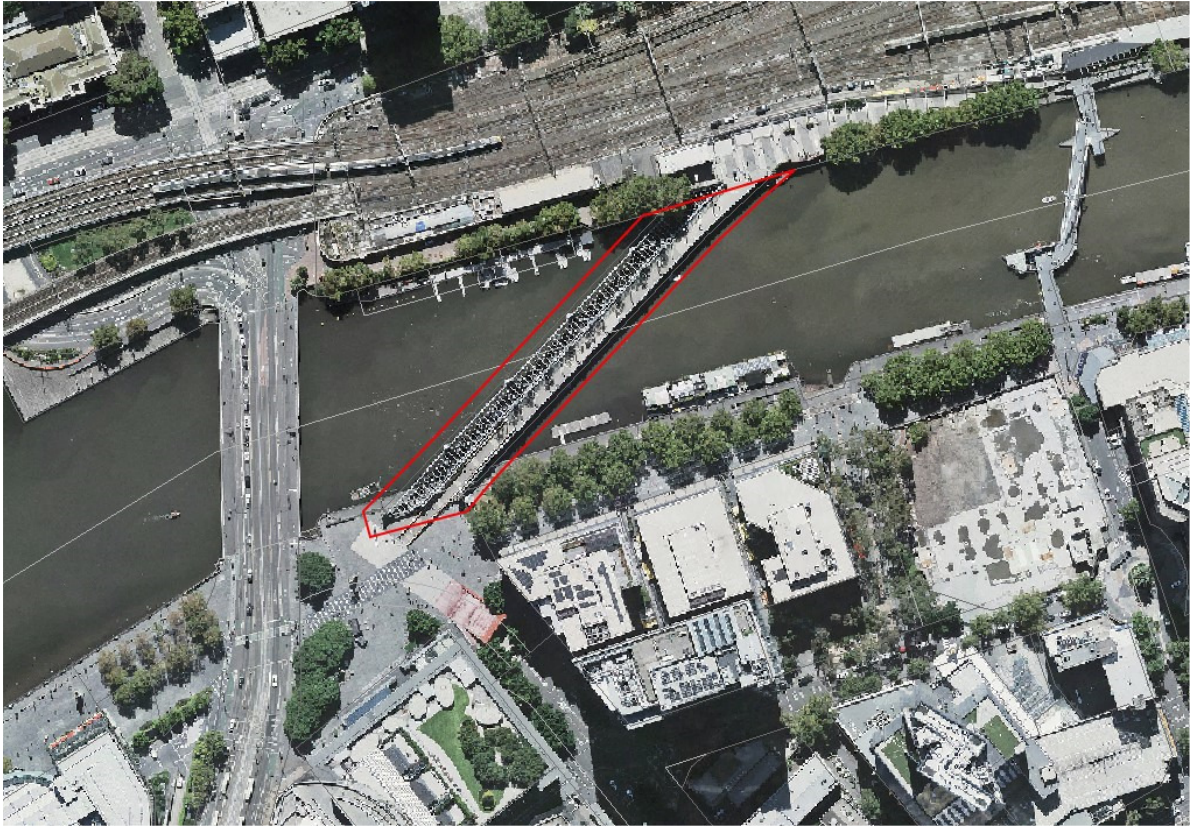
All of the place shown hatched on Diagram 994 encompassing all of Crown Allotment 2007 Parish of Melbourne North and Crown Allotment 2111 Parish of Melbourne South and parts of Crown Allotment 2168 City of South Melbourne, Parish of Melbourne South, Parish of Melbourne North, Crown Allotment 15B City of South Melbourne, Parish of Melbourne South Crown Allotment 2071 Parish of Melbourne South and Crown Allotment 2051 Parish of Melbourne North to the extent of 5 metres from the outer edge of the bridge and the southern abutments and abuts the Flinders Street Station registration (VHR H1083) to the north.





## Non-statutory information about the proposed extent of registration

### Aerial photo of the place showing proposed extent of registration



Note: This aerial view provides a visual representation of the place. It is not a precise representation of the recommended extent of registration. Due to distortions associated with aerial photography some elements of the place may appear as though they are outside the extent of registration.

### Rationale for the proposed extent of registration

The recommended extent of registration comprises all elements and features of State-level cultural heritage significance, including the bluestone abutments on the north and south banks and the bridge structure.

The recommended extent of the registration is the same as the nominated extent of registration.

It should be noted that everything included in the proposed extent of registration including all of the land and waterway, all hard landscape features, all of the built structure and any features associated with earlier bridges at the site is proposed for inclusion in the VHR. A permit or permit exemption from Heritage Victoria is required for any works within the proposed extent of registration, apart from those identified in the categories of works or activities in this recommendation.

## Summary of cultural heritage significance (section 40(4))

### Statement of significance

The Sandridge Railway Line Bridge is located on Wurundjeri Country, traversing the Birrarung (Yarra River). The Sandridge Bridge is situated close to the site of what was the Yarra Yarra (The Falls); now Queens Bridge. The falls were a traditional Aboriginal meeting place, used as a river crossing, and which marked the point where the Birrarung turned from salt water to freshwater.

#### What is significant?

The Sandridge Railway Line Bridge completed in 1888 as part of the railway line to Sandridge (Port Melbourne). The steel, cast-iron and concrete bridge, constructed by David Munro & Co, spans 178 metres across the Yarra River (Birrarung) between Flinders Street Railway Station to the north and Southbank to the south.

#### How is it significant?

The Sandridge Railway Line Bridge is of historic, architectural and technical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

##### Criterion A

Importance to the course, or pattern, of Victoria's cultural history.

##### Criterion D

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

##### Criterion F

Importance in demonstrating a high degree of creative or technical achievement at a particular period.

#### Why is it significant?

The Sandridge Railway Line Bridge is historically significant as the third iteration of an important river crossing that facilitated the early development of Melbourne. The bridge crossing was fundamental in establishing a connection between the port and the city, establishing Port Melbourne as the city's main commercial entrance in the nineteenth century. The bridge crossing is the surviving link across the Birrarung of Australia's first passenger railway line. It was also the first railway bridge in Victoria to carry more than two tracks. The bridge facilitated the economic and suburban development of Melbourne, particularly the development of Melbourne's inner bayside suburbs, with the Sandridge Bridge and its predecessors operating as the railway route to St Kilda and Port Melbourne from 1854 until it was replaced by a light rail service in 1987. The Sandridge Railway Line Bridge is also historically significant as a notable example of the work of engineer, speculator and contractor David Munro, whose other work includes Queens Bridge and Princes Bridge. [Criterion A]

The Sandridge Railway Line Bridge is architecturally significant as a fine example of a nineteenth century railway bridge and is influential as an early example of a metal girder railway bridge, potentially the earliest in Victoria. The five spans of the bridge are supported on four piers, each consisting of three broad columns formed from hollow cast iron cylinders filled with concrete, set parallel to the riverbank and linked by arched metal trusses. Abutments of rough-hewn and dressed bluestone support the bridge at the north and south banks, with remnant brickwork in the southern abutment from a brick viaduct (since removed). The substantial amount of classically-inspired ornamentation that has been applied to the length of the bridge (with metal aedicules – formed from Doric columns, supporting segmental pediments and containing fanlight motifs – set above all side columns) is unusual in rail bridge design. [Criterion D]

The Sandridge Railway Line Bridge demonstrates technical achievements in engineering during the nineteenth century and likewise reflects a high level of creativity within railway bridge designs, as seen through the substantial implementation of decorative and ornamental elements. The Sandridge Railway Line Bridge is one of the earliest – and possibly the earliest – of this type of steel girder bridge to be constructed in the Victorian railway system. The bridge used steel produced locally from raw materials imported from England and worked into form by David Munro's South

Melbourne workshops. The columns, innovative in construction design, were subsequently used in the construction of the adjacent Queens Bridge. The bridge is of considerable size, both in terms of its maximum span and its overall length. The bridge is also an unusual example of bridge design for its skewed angle over the Birrarung. [Criterion F]



## Recommended permit exemptions under section 38

### Introduction

A [heritage permit](#) is required for all works and activities undertaken in relation to VHR places and objects. Certain works and activities are [exempt from a heritage permit](#), if the proposed works will not harm the cultural heritage significance of the heritage place or object.

### Permit Policy

A Conservation Management Plan has been prepared to manage the place in a manner which respects its cultural heritage significance: Conservation Studio, *Conservation Management Plan: Sandridge Bridge*, June 2026. The Conservation Management Plan (or any subsequent revisions) should be used to guide the management of the place.

### Permit Exemptions

#### General Permit Exemptions

General exemptions apply to all places and objects included in the VHR. General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Act.

Subdivision/consolidation: Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

#### Specific Permit Exemptions

The works and activities listed below under the heading 'Exempt works and activities' are not considered to cause harm to the cultural heritage significance of the Sandridge Railway Line Bridge. These are subject to the following guidelines and conditions:

## Guidelines for specific permit exemptions

1. Where there is an inconsistency between permit exemptions specific to the registered place or object ('specific exemptions') established in accordance with either section 49(3) or section 92(3) of the Act and general exemptions established in accordance with section 92(1) of the Act specific exemptions will prevail to the extent of any inconsistency.
2. In specific exemptions, words have the same meaning as in the Act, unless otherwise indicated. Where there is an inconsistency between specific exemptions and the Act, the Act will prevail to the extent of any inconsistency.
3. Nothing in specific exemptions obviates the responsibility of a proponent to obtain the consent of the owner of the registered place or object, or if the registered place or object is situated on Crown Land the land manager as defined in the *Crown Land (Reserves) Act 1978*, prior to undertaking works or activities in accordance with specific exemptions.
4. If a Cultural Heritage Management Plan in accordance with the *Aboriginal Heritage Act 2006* is required for works covered by specific exemptions, specific exemptions will apply only if the Cultural Heritage Management Plan has been approved prior to works or activities commencing. Where there is an inconsistency between specific exemptions and a Cultural Heritage Management Plan for the relevant works and activities, Heritage Victoria must be contacted for advice on the appropriate approval pathway.
5. Specific exemptions do not constitute approvals, authorisations or exemptions under any other legislation, Local Government, State Government or Commonwealth Government requirements, including but not limited to the *Planning and Environment Act 1987*, the *Aboriginal Heritage Act 2006*, and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth). Nothing in this declaration exempts owners or their agents from the responsibility to obtain relevant planning, building or environmental approvals from the responsible authority where applicable.
6. Care should be taken when working with heritage buildings and objects, as historic fabric may contain dangerous and poisonous materials (for example lead paint and asbestos). Appropriate personal protective equipment should be worn at all times. If you are unsure, seek advice from a qualified heritage architect, heritage consultant or local Council heritage advisor.
7. The presence of unsafe materials (for example asbestos, lead paint etc) at a registered place or object does not automatically exempt remedial works or

activities in accordance with this category. Approvals under Part 5 of the Act must be obtained to undertake works or activities that are not expressly exempted by the below specific exemptions.

8. All works should be informed by a Conservation Management Plan prepared for the place or object. The Executive Director is not bound by any Conservation Management Plan and permits still must be obtained for works suggested in any Conservation Management Plan.

## General conditions for specific permit exemptions

1. All works or activities permitted under specific exemptions must be planned and carried out in a manner which prevents harm to the registered place or object. Harm includes moving, removing or damaging any part of the registered place or object that contributes to its cultural heritage significance.
2. If during the carrying out of works or activities in accordance with specific exemptions original or previously hidden or inaccessible details of the registered place are revealed relating to its cultural heritage significance, including but not limited to historical archaeological remains, such as features, deposits or artefacts, then works must cease and Heritage Victoria notified as soon as possible.
3. If during the carrying out of works or activities in accordance with specific exemptions any Aboriginal cultural heritage is discovered or exposed at any time, all works must cease and the Secretary (as defined in the *Aboriginal Heritage Act 2006*) must be contacted immediately to ascertain requirements under the *Aboriginal Heritage Act 2006*.
4. If during the carrying out of works or activities in accordance with specific exemptions any munitions or other potentially explosive artefacts are discovered, Victoria Police is to be immediately alerted and the site is to be immediately cleared of all personnel.
5. If during the carrying out of works or activities in accordance with specific exemptions any suspected human remains are found the works or activities must cease. The remains must be left in place and protected from harm or damage. Victoria Police and the State Coroner's Office must be notified immediately. If there are reasonable grounds to believe that the remains are Aboriginal, the State Emergency Control Centre must be immediately notified on 1300 888 544, and, as required under s.17(3)(b) of the *Aboriginal Heritage Act 2006*, all details about the location and nature of the human remains must be provided to the Aboriginal Heritage Council (as defined in the *Aboriginal Heritage Act 2006*).

## Exempt works and activities

### Public Realm

1. Removal or replacement of fencing to river edge below the bridge.
2. Resurfacing of the pathways below the northern and southern extents of the bridge and the plaza ground-plane around the southern entrance to the bridge in new materials, providing bluestone remnants and bridge abutments are not damaged or concealed.
3. Removal or upgrade of the electrical cabinet at the southern end of the bridge, between bridge abutments and the silver services cabinet at the southern end of the bridge, to the east of the bridge.

### Public Artwork

4. Repair (including replacement of component parts) or removal of the artwork known as The Travellers (Nadim Karam, 2005) and the glass panels containing immigration information.

### Temporary Events

5. Installation of temporary events, decorations and structures associated with the City of Melbourne's municipal Christmas celebrations for up to 60 calendar days (within one calendar year) inclusive of bump in and bump out, with no further structures erected in the same location for a period of 7 calendar days for hard stand surfaces.
6. Installation of temporary events and structures for one annual arts festival event of up to up to 45 calendar days (within one calendar year) inclusive of bump in and bump out, with no further structures erected in the same location for a period of 7 calendar days for hard stand surfaces.
7. The following temporary event infrastructure can be installed for both temporary events listed above:
  - a) The installation of temporary structures, such as marquees, tents, market stalls, display cases and furniture, gazebos, and shipping containers.
  - b) The installation of temporary freestanding services associated with events, including generators and associated service cabling.
  - c) The installation of temporary freestanding audio-visual and broadcasting equipment, including temporary staging, flooring, rigging, screens, speakers, lighting and associated infrastructure.
  - d) The erection of temporary freestanding scaffolding towers, projectors and infrastructure associated with lightshows and projections onto, or into airspace within the extent of registration of registered places and objects.
  - e) The installation of temporary freestanding artworks.
  - f) The installation of freestanding temporary recreation and entertainment facilities, equipment and structures, such as jumping castles, amusement rides, and sporting equipment.
  - g) The installation of temporary decorations, such as decorative lights, bunting, tinsel, cut floral arrangements, freestanding garden beds and the like.
  - h) The installation of equipment and infrastructure associated with firework, laser and drone displays.
  - i) The parking, installation and operation of temporary micro-tenancies, such as food trucks and coffee carts.
  - j) The installation of temporary furniture, including tables, desks, chairs, umbrellas and the like.
  - k) Installation of temporary portable toilets.
  - l) Installation of temporary operational, promotional, directional and wayfinding signage. Installation of temporary surveillance systems.
  - m) The erection of freestanding fencing structures associated with temporary events.

The following exemption conditions apply to Temporary Events:

- n) Works and activities must be entirely reversible, and not involve damage to, or removal or disturbance of, early or original fabric.
- o) Temporary structures and associated elements exempted must be freestanding and not involve new penetrations into or fixings to early or original fabric.
- p) Cabling and associated service conduits must not be affixed to early or original fabric.
- q) Plant and equipment access must use existing paths and access routes where possible. Existing paths and access routes must not be damaged, widened or extended.
- r) Fragile surfaces such timber flooring and ground-surface masonry (excluding concrete or asphalt), must be protected from temporary structures and associated installation activities (for example the use of sleepers, boards, track matting or other ground protection). Vehicles must not use access routes through floorboarded, decked or tiled locations.
- s) All works and activities must comply with the engineering and loading requirements of the place.
- t) Any area(s) impacted by works and activities must be fully remediated to its previous condition within 28 calendar days of removal of temporary structures.

## Appendix 1: Important information for owners and interested parties

### Heritage Council determination (section 49)

The Heritage Council is an independent statutory body that will make a determination on this recommendation under section 49 of the Act. It will consider the recommendation after a period of 60 days from the date the notice of recommendation is published on its [website](#) under section 41.

### Making a submission to the Heritage Council (section 44)

Within the period of 60 days, any person or body may make a submission to the Heritage Council regarding the recommendation and request a hearing in relation to that submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#). The owner can also make a submission about proposed permit exemptions (Section 40(4)(d)).

### Consideration of submissions to the Heritage Council (section 46)

(1) The Heritage Council must consider—

- (a) any written submission made to it under section 44; and
- (b) any further information provided to the Heritage Council in response to a request under section 45.

### Conduct of hearings by Heritage Council in relation to a recommendation (section 46A)

(1) The Heritage Council may conduct a hearing in relation to a recommendation under section 37, 38 or 39 in any circumstances that the Heritage Council considers appropriate.

(2) The Heritage Council must conduct a hearing if—

- (a) a submission made to it under section 44 includes a request for a hearing before the Heritage Council; and
- (b) the submission is made by a person or body with a real or substantial interest in the place, object or land that is the subject of the submission.

### Determinations of the Heritage Council (section 49)

(1) After considering a recommendation that a place, object or land should or should not be included in the Heritage Register and any submissions in respect of the recommendation and conducting any hearing, the Heritage Council may—

- (a) determine that the place or object is of State-level cultural heritage significance and is to be included in the Heritage Register; or
- (ab) in the case of a place, determine that—
  - (i) part of the place is of State-level cultural heritage significance and is to be included in the Heritage Register; and
  - (ii) part of the place is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (ac) in the case of an object, determine that—
  - (i) part of the object is of State-level cultural heritage significance and is to be included in the Heritage Register; and
  - (ii) part of the object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (b) determine that the place or object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (c) in the case of a recommendation in respect of a place, determine that the place or part of the place is not to be included in the Heritage Register but—



- (i) refer the recommendation and any submissions to the relevant planning authority or the Minister administering the Planning and Environment Act 1987 to consider the inclusion of the place or part of the place in a planning scheme in accordance with the objectives set out in section 4(1)(d) of that Act; or
  - (ii) determine that it is more appropriate for steps to be taken under the Planning and Environment Act 1987 or by any other means to protect or conserve the place or part of the place; or
  - (ca) in the case of a recommendation in respect of an object nominated under section 27A, determine that the object, or part of the object, is to be included in the Heritage Register if it is integral to understanding the cultural heritage significance of a registered place or a place the Heritage Council has determined to be included in the Heritage Register; or
  - (d) in the case of a recommendation in respect of additional land nominated under section 27B, determine that the additional land, or any part of the additional land, is to be included in the Heritage Register if—
    - (i) the State-level cultural heritage significance of the place, or part of the place, would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed; or
    - (ii) the additional land or any part of the additional land surrounding the place, or part of the place, is important to the protection or conservation of the place or contributes to the understanding of the place.
- (2) The Heritage Council must make a determination under subsection (1)—
- (a) within 40 days after the date on which written submissions may be made under section 44; or
  - (b) if any hearing is conducted, within 90 days after the completion of the hearing.
- (3) A determination made under subsection (1)(a), (ab), (ac), (ca) or (d)—
- (a) may include categories of works or activities which may be carried out in relation to a place, object or land, or part of a place, object or land, for which a permit under this Act is not required, if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place, object or land; and
  - (b) must include a statement of the reasons for the making of the determination.
- (4) If the Heritage Council determines to include a place, or part of a place, in the Heritage Register, the Heritage Council may also determine to include land that is not the subject of a nomination under section 27B in the Heritage Register as part of the place if—
- (a) the land is ancillary to the place; and
  - (b) the person who owns the place, or part of the place—
    - (i) is the owner of the land; and
    - (ii) consents to its inclusion.
- (5) If a member of the Heritage Council makes a submission under section 44 in respect of a recommendation, the member must not take part in the consideration or determination of the Heritage Council.
- (6) The Heritage Council must notify the Executive Director of any determination under this section as soon as practicable after the determination.

## **Obligations of owners (section 42, 42A, 42B, 42C, 42D)**

### **42 Obligations of owners—to advise of works, permits etc. on foot when statement of recommendation given**

- (1) The owner of a place, object or land to whom a statement of recommendation has been given must advise the Executive Director in writing of—
- (a) any works or activities that are being carried out in relation to the place, object or land at the time the statement is given; and
  - (b) if the place, object or land is a place or additional land, any application for a planning permit or a building permit, or any application for an amendment to a planning permit or a building permit, that has been made in relation to the place or additional land but not determined at the time the statement is given; and

- (c) any works or activities that are proposed to be carried out in relation to the place, object or land at the time the statement is given.
- (2) An advice under subsection (1) must be given within 10 days after the statement of recommendation is given under section 40.

#### **42A Obligations of owners before determination or inclusion in the Heritage Register—to advise of permits**

(1) This section applies if—

- (a) an owner of any of the following is given a statement of recommendation—
  - (i) a place or object nominated under section 27;
  - (ii) an object nominated under section 27A;
  - (iii) land nominated under section 27B; and
- (b) any of the following occurs within the statement of recommendation period in relation to the place, object or land—
  - (i) the making of an application for a planning permit or a building permit;
  - (ii) the making of an application for an amendment to a planning permit or a building permit;
  - (iii) the grant of a planning permit or building permit;
  - (iv) the grant of an amendment to a planning permit or building permit.

(2) The owner must advise the Executive Director in writing of—

- (a) the making of an application referred to in subsection (1)(b)(i) or (ii), within 10 days of the making of the application; or
- (b) a grant referred to in subsection (1)(b)(iii) or (iv), within 10 days of the owner becoming aware of the grant.

#### **42B Obligations of owners before determination or inclusion in the Heritage Register—to advise of activities**

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period it is proposed that activities that could harm the place, object or land be carried out.

(2) The owner, not less than 10 days before carrying out the activities, must advise the Executive Director in writing of the proposal to do so.

#### **42C Obligations of owners before determination or inclusion in the Heritage Register—to advise of proposal to dispose**

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period a proposal is made to dispose of the whole or any part of the place, object or land.

(2) The owner, within 10 days after entering into an agreement, arrangement or understanding for the disposal of the whole or any part of the place, object or land, must advise the Executive Director in writing of the proposal to do so.

#### **42D Obligations of owners before determination or inclusion in the Heritage Register—requirement to give statement to purchaser**

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) the owner proposes to dispose of the whole or any part of the place, object or land within the statement of recommendation period.

(2) Before entering into an agreement, arrangement or understanding to dispose of the whole or any part of the place, object or land during the statement of recommendation period, the owner must give a copy of the statement of

recommendation to the person who, under the proposed agreement, arrangement or understanding, is to acquire the place, object or land or part of the place, object or land.

### **Owners of places and objects must comply with obligations (section 43)**

An owner of a place, object or land who is subject to an obligation under section 42, 42A, 42B, 42C or 42D must comply with that obligation.

Penalty:            In the case of a natural person, 120 penalty units;  
                         In the case of a body corporate, 240 penalty units.

## Appendix 2: Existing registration details

### Existing extent of registration

Amendment of Register of Historic Buildings

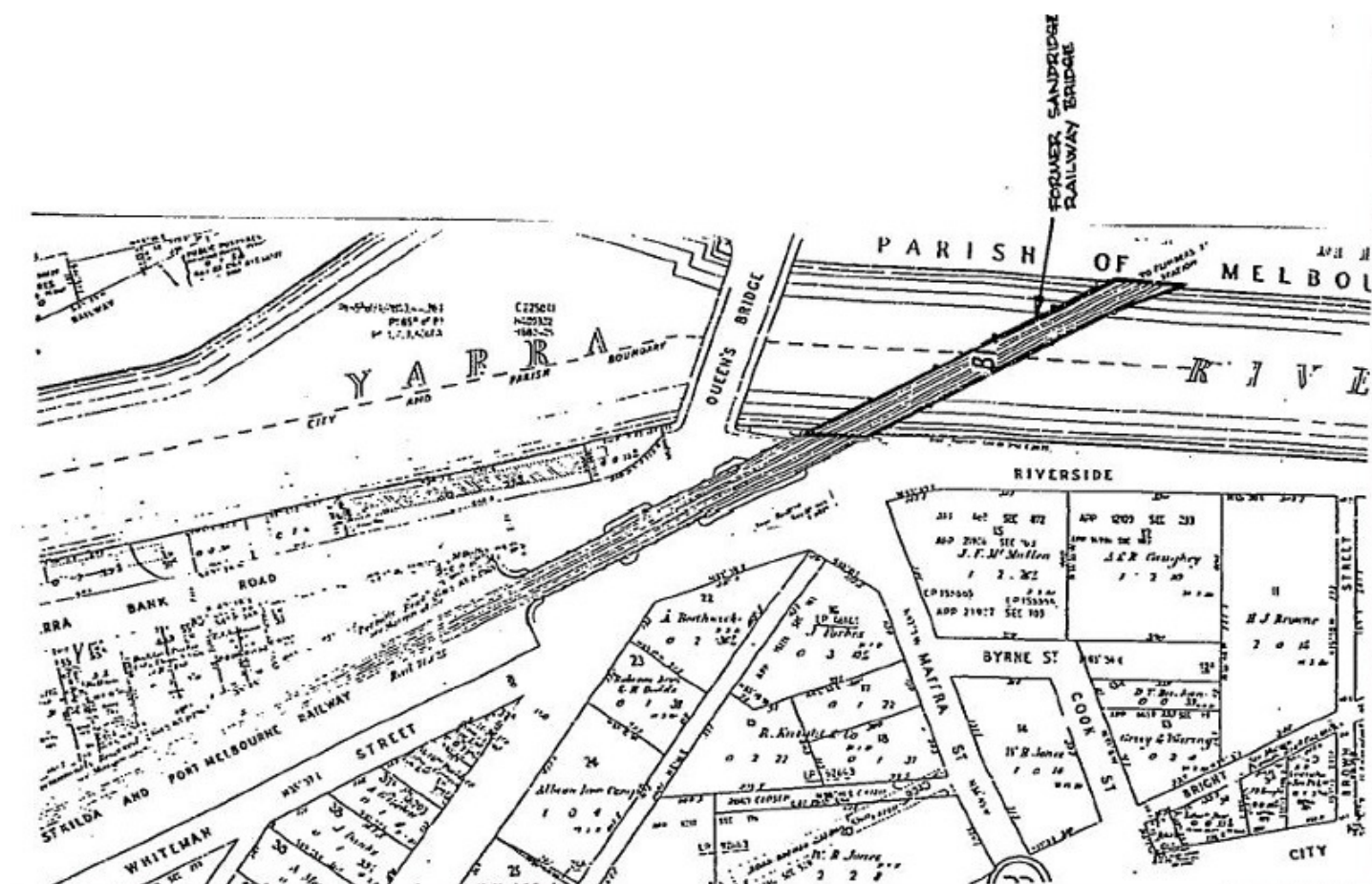
Historic Building No. 994.

Former Sandridge Railway Bridge, Spanning the Yarra River, City of Melbourne and City of South Melbourne.

(To the extent of: All of the structure known as the former Sandridge Railway Bridge, but excluding the southern portion located within the Melbourne Casino Area (pursuant to Section 128c of the Casino Control Act 1991 and increased in the Casino Control (Amendment) Act 1993), marked B1 on Plan 600089(A) endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings Council.)

[Victoria Government Gazette No. G46 25 November 1993 p.3164]

### Existing extent diagram



### Existing statement of significance

What is significant?

The Sandridge Railway Line Bridge was the third successive bridge at this location to carry the rail link from Flinders Street Station to Port Melbourne and St Kilda. The bridge is on the line of the original Hobson's Bay Railway Company line to Sandridge, the first passenger railway line in Australia in 1854. The bridge was designed by the Victorian Railways Department and the contract let to David Munro & Co in 1886. It is a metal girder bridge with five spans totalling 178m and with a maximum span of 36.9m. The four railway lines were opened for railway traffic in 1888. The Sandridge Railway Line Bridge is constructed from steel with hollow iron columns filled with concrete to support the plate girders and cross girders. The columns, set parallel to the stream flow in groups of three, were intended to reduce the impact of flooding.



On either side of the river the steel girders are supported by bluestone and brick buttresses. On the south side the structure is continued as a brickwork viaduct. The location of the Flinders Street Station, the widening of the river and the great strength of its all-metal construction resulted in the unusual slanted angle of the bridge across the river, with the tracks at an angle of about 33 degrees to the stream flow. In 1925 overhead electrical masts were added and the original timber deck was replaced with rail and concrete slabs. The bridge is no longer used.

How is it significant?

The Sandridge Railway Line Bridge is of historical, technical and architectural significance to the State of Victoria.

Why is it significant?

The Sandridge Railway Line Bridge is historically significant as a surviving link across the River Yarra of Australia's first passenger railway line. The bridge has a strong historical association with the Port Melbourne and St Kilda railway lines which played a vital role in the development of Melbourne as a great commercial city of the nineteenth century. Each of these two lines was provided with twin tracks, making the bridge the first railway bridge in Victoria with more than two tracks. The bridge played a significant role in linking both port and recreational facilities with the city, facilitating the economic, suburban and demographic development of Melbourne. It is also historically significant as a notable example of the work of engineer, speculator and contractor David Munro, whose other work included Queens Bridge and Princes Bridge.

The Sandridge Railway Line Bridge is technically significant as possibly the earliest example of the use of steel bridge girders on the Victorian railway system. The columns, innovative in construction design, are similar in design to Queens Bridge. The bridge is of considerable size, both in terms of its maximum span and its length. Its maximum span is among the ten longest metal girder bridge spans in Australia. The bridge is also an unusual example of bridge design for its skewed angle over the River Yarra.

The Sandridge Railway Line Bridge is architecturally significant as an essentially intact and rare example of a building type, and as the only known example of a railway bridge in Victoria carrying substantial ornamentation. The bridge demonstrates a notable application of classical decorative schemes in its piers, columns, pediments, fanlight motifs and arched braces across the piers.

## Existing permit policy and permit exemptions

In accordance with s92(3) of the Heritage Act 2017, permit exemption issued by the Executive Director, Heritage Victoria on 4 January 2023 (P37785):

- Installation of temporary events, decorations and structures associated with the City of Melbourne's municipal Christmas celebrations for up to 60 calendar days (within one calendar year) inclusive of bump in and bump out, with no further structures erected in the same location for a period of 7 calendar days for hard stand surfaces.
- Installation of temporary events and structures for one annual arts festival event of up to up to 45 calendar days (within one calendar year) inclusive of bump in and bump out, with no further structures erected in the same location for a period of 7 calendar days for hard stand surfaces.
- The following temporary event infrastructure can be installed for both events listed above:
  - The installation of temporary structures, such as marquees, tents, market stalls, display cases and furniture, gazebos, and shipping containers.
  - The installation of temporary freestanding services associated with events, including generators and associated service cabling.
  - The installation of temporary freestanding audio-visual and broadcasting equipment, including temporary staging, flooring, rigging, screens, speakers, lighting and associated infrastructure.
  - The erection of temporary freestanding scaffolding towers, projectors and infrastructure associated with lightshows and projections onto, or into airspace within the extent of registration of registered places and objects.
  - The installation of temporary freestanding artworks.
  - The installation of freestanding temporary recreation and entertainment facilities, equipment and structures, such as jumping castles, amusement rides, and sporting equipment.
  - The installation of temporary decorations, such as decorative lights, bunting, tinsel, cut floral arrangements, freestanding garden beds and the like.
  - The installation of equipment and infrastructure associated with firework, laser and drone displays.
  - The parking, installation and operation of temporary micro-tenancies, such as food trucks and coffee carts.

- The installation of temporary furniture, including tables, desks, chairs, umbrellas and the like.
- Installation of temporary portable toilets.
- Installation of temporary operational, promotional, directional and wayfinding signage.
- Installation of temporary surveillance systems.
- The erection of freestanding fencing structures associated with temporary events.
- The following exemption conditions apply to this event:
  - Works and activities must be entirely reversible, and not involve damage to, or removal or disturbance of, early or original fabric, including landscape features such as historical planting schemes, paths and ground-surface masonry, built structures (including interiors and exterior elements), or historical archaeological remains.
  - Temporary structures and associated elements exempted must be freestanding and not involve new penetrations into or affixings to early or original fabric.
  - There must be no subfloor/subsurface/excavation works or activities.
  - Cabling and associated service conduits must not be affixed to early or original fabric.
  - Outdoor temporary structures must not be positioned within a structural root zone, or within two metres of garden beds.
  - Works or activities within tree protection zones must be in accordance with a Tree Protection Management Plan prepared by a qualified arborist.
  - Outdoor temporary structures are exempt within tree protection zones only if works and activities are undertaken in accordance with a Tree Protection Management Plan prepared by a qualified arborist.
  - In tree protection zones the method of affixing temporary outdoor structures to the ground must be in accordance with advice provided by a Tree Protection Management Plan prepared by a qualified arborist.
  - Any works or activities involving the attachment of temporary decorations, artworks or lights to trees must be guided by a Tree Protection Management Plan prepared by a qualified arborist.
  - Plant and equipment access must use existing paths and access routes where possible. Existing paths and access routes must not be damaged, widened or extended.
  - Tree canopy and fragile surfaces such as turf, soft landscaping, timber flooring and ground surface masonry (excluding concrete or asphalt), must be protected from temporary structures and associated installation activities (for example the use of sleepers, boards, track matting or other ground protection). Vehicles must not use access routes through floorboarded, decked or tiled locations.
  - All works and activities must comply with the internal and external engineering and loading requirements of the place.
  - Any area(s) impacted by works and activities must be fully remediated to its previous condition within 28 calendar days of removal of temporary structures.
- General Exemptions related to temporary events and structures apply in addition to this specific exemption.