



Ordinary Meeting of Council Agenda

to be held on Tuesday 3 May 2016 at 7.00pm
Richmond Town Hall

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Order of business

- 1. Statement of recognition of Wurundjeri Land**
- 2. Attendance, apologies and requests for leave of absence**
- 3. Declarations of conflict of interest (Councillors and staff)**
- 4. Confidential business reports**
- 5. Confirmation of minutes**
- 6. Petitions and joint letters**
- 7. Public question time**
- 8. General business**
- 9. Delegates' reports**
- 10. Questions without notice**
- 11. Council business reports**
- 12. Notices of motion**
- 13. Urgent business**

1. Statement of Recognition of Wurundjeri Land

“Welcome to the City of Yarra.”

“Yarra City Council acknowledges the Wurundjeri as the Traditional Owners of this country, pays tribute to all Aboriginal and Torres Strait Islander people in Yarra and gives respect to the Elders past and present.”

2. Attendance, apologies and requests for leave of absence

Anticipated attendees:

Councillors

- Cr Roberto Colanzi (Mayor)
- Cr Geoff Barbour
- Cr Misha Coleman
- Cr Jackie Fristacky
- Cr Sam Gaylard
- Cr Simon Huggins
- Cr Stephen Jolly
- Cr Amanda Stone
- Cr Phillip Vlahogiannis

Council officers

- Vijaya Vaidyanath (Chief Executive Officer)
- Ivan Gilbert (Group Manager – CEO’s Office)
- Andrew Day (Director - Corporate, Business and Finance)
- Chris Leivers (Director - Community Wellbeing)
- Bruce Phillips (Director - Planning and Place Making)
- Guy Wilson-Browne (Director – City Works and Assets)
- Mel Nikou (Governance Officer)

3. Declarations of conflict of interest (Councillors and staff)

4. Confidential business reports

Item

- 4.1 Contractual matters

Confidential business reports

The following items were deemed by the Chief Executive Officer to be suitable for consideration in closed session in accordance with section 89 (2) of the *Local Government Act 1989*. In accordance with that Act, Council may resolve to consider these issues in open or closed session.

RECOMMENDATION

1. That the meeting be closed to members of the public, in accordance with section 89 (2) of the *Local Government Act 1989*, to allow consideration of contractual matters.
2. That all information contained within the Confidential Business Reports section of this agenda and reproduced as Council Minutes be treated as being and remaining strictly confidential in accordance with the provisions of sections 77 and 89 of the *Local Government Act 1989* until Council resolves otherwise.

5. Confirmation of minutes

RECOMMENDATION

That the minutes of the Ordinary Council Meeting held on Tuesday 19 April 2016 be confirmed.

6. Petitions and joint letters

7. Public question time

Yarra City Council welcomes questions from members of the community.

Public question time is an opportunity to ask questions, not to make statements or engage in debate.

Questions should not relate to items listed on the agenda. (Council will consider submissions on these items separately.)

Members of the public who wish to participate are to:

- (a) state their name clearly for the record;
- (b) direct their questions to the chairperson;
- (c) ask a maximum of two questions;
- (d) speak for a maximum of five minutes;
- (e) refrain from repeating questions that have been asked previously by themselves or others; and
- (f) remain silent following their question unless called upon by the chairperson to make further comment.

8. General business

9. Delegates' reports

10. Questions without notice

11. Council business reports

Item		Page	Rec. Page	Report Presenter
11.1	Nomination of the Chandler Highway Bridge for inclusion on the Victorian Heritage Register.	8	10	David Walmsley – Manager City Strategy
11.2	City of Stonnington - Request for support re Melbourne Metro Rail Project	99	100	Jane Waldock – Assistant Director Planning and Place Making
11.3	Urban Regional Food Declaration	123	126	Jane Waldock – Assistant Director Planning and Place Making
11.4	Darling Gardens playground Design Reference Group - Terms of Reference	132	135	Manager Open Space and Recreation
11.5	Revised Water Sensitive Urban Design (WSUD) Policy	138	140	Manager Engineering and Asset Management
11.6	Review of Local Government electoral arrangements	158	160	Ivan Gilbert – Group Manager Chief Executive's Office

Public submissions procedure

The public submission period is an opportunity to provide information to Council, not to ask questions or engage in debate.

When the chairperson invites verbal submissions from the gallery, members of the public who wish to participate are to:

- (a) state their name clearly for the record;
- (b) direct their submission to the chairperson;
- (c) speak for a maximum of five minutes;
- (d) confine their remarks to the matter under consideration;
- (e) refrain from repeating information already provided by previous submitters; and
- (f) remain silent following their submission unless called upon by the chairperson to make further comment.

12. Notices of motion

Nil

13. Urgent business

Nil

11.1 Nomination of the Chandler Highway Bridge for inclusion on the Victorian Heritage Register.

Trim Record Number: D16/47841

Responsible Officer: Assistant Director Planning and Place Making

Purpose

1. For Council to consider the recommendation of the Executive Director Heritage Victoria to include the Chandler Highway Bridge (the Bridge) on the Victorian Heritage Register.

Background

2. The heritage significance of the Chandler Highway Bridge is already recognised by Heritage Overlay 67 in the Yarra Planning Scheme, which covers the existing bridge situated within the City of Yarra but not the section situated within the City of Boroondara. The Heritage Overlay also includes a surrounding curtilage.
3. VicRoads had heritage consultants prepare an assessment of the heritage values and significance of the Bridge as part a Heritage Impact Statement for the Chandler Highway Upgrade project. This assessment indicates the Bridge has historic, architectural, technical and social significance as a rare example of this form of lattice truss bridge design. The consultants recommended that the Bridge may meet the threshold for state significance and that it may be appropriate for VicRoads to nominate the Bridge for inclusion on the Victorian Heritage Register (VHR). A copy of the heritage assessment report Chandler Highway Upgrade Heritage Impact Statement is included as *Attachment 1*.
4. Based on this advice, VicRoads has since nominated the Bridge to the Executive Director of Heritage Victoria for inclusion in the VHR. The nomination has been assessed and the Executive Director has recommended to the Heritage Council that the Bridge be included in the Victorian Heritage Register. A copy of the Executive Director's Recommendation Report is included as *Attachment 2*.
5. In summary, the Bridge is considered significant due to its engineering and lattice truss design, as the most substantial extant remnant of the Outer Circle Railway Line and due to its association with the 1880's economic boom and railway expansion in Victoria.
6. The Executive Director provided public notice of his decision in a daily newspaper on 11 March 2016 as well as advising the Cities of Yarra and Boroondara, and Vic Roads.
7. The extent of the registration includes all of the Bridge structure and a curtilage that extends 10m to the east and west (as measured from the outer faces of the bridge pylons) and 20m to the north and south.
8. Should the registration be adopted, Heritage Victoria would become responsible for approving anything that alters the place within the registered site (the Bridge and the curtilage).
9. Heritage Victoria can approve permit exemptions; generally these "*usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant.*"
10. The registration proposes general conditions and some specific exemptions for vegetation management and various works, such as maintenance, security, emergency works, inspections, repairs and temporary works subject to them not having a negative impact on the cultural heritage significance of the place.
11. Submissions must be lodged with Heritage Victoria by 9th May 2016.
12. If no submissions are received the registration will be considered by the Heritage Council in June 2016. If requested by submitters a hearing of the recommendation will be held.

External Consultation

13. The current sixty day public notification process being undertaken by Heritage Victoria provides an opportunity for parties to make submissions regarding the proposed registration.

Internal Consultation (One Yarra)

14. The proposed registration has not required internal consultation, given the existence of the local heritage overlay.

Financial Implications

15. There are no financial implications regarding this report.

Economic Implications

16. There are no economic implications regarding this report.

Sustainability Implications

17. The protection of the Bridge supports the future re-use of the Bridge.

Social Implications

18. The Bridge is an important feature in the local area and its retention and protection is supported by the community.

Human Rights Implications

19. There are no known restrictions or infringements on the substantive rights outlined in the Charter of Human Rights and Responsibilities Act 2006.

Communications with CALD Communities Implications

20. There are no CALD Community implications regarding this report.

Council Plan, Strategy and Policy Implications

21. The protection of the City's heritage is part of the Council Plan and is supported by various actions.

Legal Implications

22. The registration of the Bridge will require the owner to seek approval to make alterations from Heritage Victoria, unless consistent with permit exemptions which are proposed to be included in the registration.

Other Issues

23. The heritage consultant's assessment report and the assessment undertaken by Heritage Victoria supports registration of the Bridge on the VHR. The higher protection of the Bridge is consistent with Council's inclusion of part of the Bridge in a local heritage overlay.
24. The extent of the proposed registration covers a smaller area than the existing heritage overlay which extends further to the north and west of the Bridge. No changes are being proposed to the existing local heritage overlay (refer to *Attachment 3*).
25. Part of the northern and eastern extent of the proposed registration area intrudes within the Alphington Paper Mill site. This site is subject to the requirements of the Development Plan Overlay Schedule 11 and an approved Development Plan. Considering the existing controls over the Paper Mill site and the comprehensive planning requirements for the development of the site, it is considered that the northern and eastern curtilage alignment should be reduced to follow the alignment of the Alphington Paper Mill property title boundary and eliminate any overlap between the proposed heritage control and the existing Development Plan Overlay.
26. In the event that the registration boundary is not changed it is considered appropriate to seek a permit exemption for all buildings and works that form part of the approved Alphington Paper Mill Development Plan.

27. Another consideration is the impact of the registration on the land situated below the bridge and within the curtilage which would also be affected by the need for heritage permits. Most of the area is existing open space or will form part of the 30m setback river front park as part of the Development Plan. Whilst vegetation management is already a permit exemption it is considered that minor landscape works should also be exempt to facilitate maintenance of this area.

Conclusion

28. The recommendation by the Executive Director of Heritage Victoria to include the Chandler Highway Bridge on the Victorian Heritage Register is generally supported. The extent of proposed registration will have implications for the land situated within the site proposed for registration. This includes part of the Alphington Paper Mill site and the open space below the bridge structure.
29. The extent of the proposed registration will have implications for the land situated within the Alphington Paper Mill site as well as the open space below the bridge structure.
30. In order to avoid the need for additional approvals which might hinder maintenance works, it is considered appropriate to seek permit exemptions for building and works approved as part of the Alphington Paper Mill Development Plan, as it is part of a comprehensive development plan approval, and also exempt minor landscape works.

RECOMMENDATION

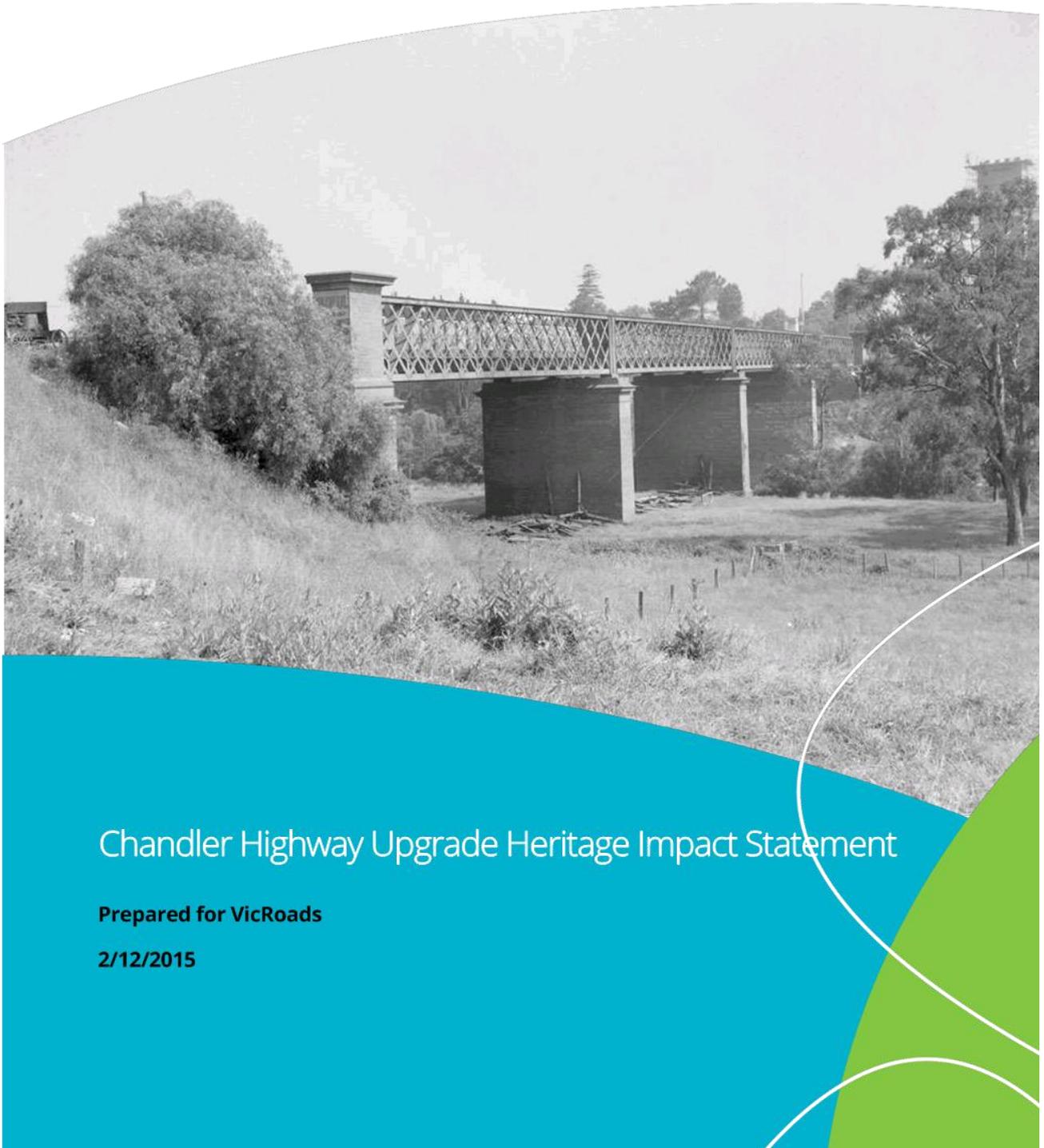
1. That Council:
- (a) notes the heritage consultant's report and the recommendation of the Executive Director of Heritage Victoria to include the Chandler Highway Bridge on the Victorian Heritage Register; and
 - (b) make a submission to Heritage Victoria supporting the registration, subject to:
 - (i) reducing the extent of the registration to exclude the Alphington paper Mill site or including a permit exemption to exclude any buildings and works that are part of the approved Alphington Paper Mill site Development Plan; and
 - (ii) including a permit exemption for minor landscape works.

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TITLE: Manager City Strategy
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Attachments

- 1 Chandler Highway Upgrade Heritage Impact Statement
- 2 Executive Director Recommendation to the Heritage Council
- 3 Chandler Highway Bridge HO67

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



Chandler Highway Upgrade Heritage Impact Statement

Prepared for VicRoads

2/12/2015

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



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- Blake Henderson, Sam Witteveen, Michael Wickerson, VicRoads
- Marina Larsson, Janet Sullivan, Heritage Victoria
- David Walmsley, Bruce Phillips, City of Yarra
- Wadi Mati, Zoran Jovanovski, City of Boroondara

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Executive Summary

Biosis Pty Ltd was commissioned by VicRoads to undertake a heritage assessment and impact statement by VicRoads, for the proposed Chandler Highway upgrade project. VicRoads plans to construct a new road bridge to increase capacity of the road, and to remove traffic from the old former railway bridge, which will be converted for other use including walking and cycle paths and community uses.

This assessment considers the statutory heritage regulations, and conservation management requirements of the project. It includes a Heritage Impact Statement for the bridge and other adjacent heritage features, including the Australian Paper Manufacturers paper mill, Aratapu and historical archaeological places.

The assessment has determined that the road will impact on the heritage values of the bridge through the possible requirement for removal of the downstream cantilevered walkway, and visual impacts from the close proximity of the new bridge. These impacts can be mitigated to some extent through design and may be offset by the long term conservation and interpretation of the historic bridge.

The project will have minimal impact on other heritage items apart from changes to the immediate streetscape and setting.

Summary of recommendations

There are a number of heritage assets within the proposed Chandler Highway upgrade project area. These will require statutory approvals as follows:

- A Planning Permit must be obtained for works within City of Yarra HO67 (Chandler Highway Bridge)
- A Planning Permit must be obtained for works within City of Yarra HO70 (Australian Paper Mills)
- A Consent to Disturb must be obtained if works extend into the Victorian Heritage Inventory places VHI 7922-0142 (Yarra Bend Park Northcote 1) and VHI 7922-0449/ H7822-0904 (Fulham Grange Station site)

While a consent to disturb is required for works in the heritage inventory listed places, it is unlikely that any archaeological remains related to these listed places will be impacted by the project.

The design process for the new bridge crossing and associated roadways should take into account potential impacts to heritage items, and wherever possible avoid, minimise or mitigate these impacts through appropriate design. Possible mitigation measures are provided in section 6.1.2 of this report.

Given previous assessments have determined the Chandler Highway Bridge may meet the threshold for State significance, it may be appropriate for VicRoads to nominate the bridge to the Victorian Heritage Register. If this occurs, then a permit will be required from the Heritage Council, rather than the City of Yarra.

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



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1 Introduction

The *Heritage Act* 1995 provides protection to historical cultural heritage places in Victoria. These places are an important part of our heritage as they represent evidence of the more recent period of settlement in Victoria and can provide us with important information about past lifestyles and cultural change.

Biosis Pty Ltd was commissioned to complete a historical archaeological survey and assessment for the Chandler Highway upgrade project at Alphington. The objective of the historical survey and assessment is to examine the cultural heritage values of the study area and to develop recommendations to ensure best cultural heritage practise is implemented. The focus of the study is the current Chandler Highway bridge, but also considers other heritage places potentially impacted by the construction of the new bridge and associated road works.

1.1 Existing designations

The Chandler Highway Bridge has also been known as the Fairfield Bridge, Fairfield Railway Bridge, and Outer Circle Railway Bridge. It is listed on the National Trust Bridges Database as Reg. No. 4361, and is VicRoads Structure ID. SN6171. It is partly listed on the Yarra Heritage Overlay as an individually significant place (HO67 Chandler Highway Alphington Outer Circle Railway).

Other heritage items in the immediate vicinity of the study area includes three places on the Yarra Heritage Overlay - Australian Paper Mills (HO70); Alameda (HO80); Aratapu, Rex Avenue (HO66); and two places on the Victorian Heritage Inventory -Yarra Bend Park (VHI 7922-0142); Fulham Grange Station site (VHI 7922-0449-H7822-0904).

1.2 Location and extent

The study area is located along Chandler Highway Alphington between Heidelberg Road and the Yarra Boulevard. The study area is within crown road reserve in the Cities of Yarra and Boroondara, located at Melway map reference 31 J5 (Figure 1).

1.3 Sponsor

The sponsor for this study is:

Blake Henderson

VicRoads Metropolitan Projects Western

1 McNab Avenue, Footscray, VIC 3011

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Figure 1: Extent of the Study Area (source VicRoads)





2 Statutory context

Heritage places in the study area and immediate vicinity are identified in the following table:

Table 1: Heritage places in the study area

Place	Listing	comments
Amcor Paper Mill	City of Yarra Heritage Overlay HO70 National Trust – file only	Boiler house only identified in citation heritage study recommended for Register of the National Estate
Chandler Highway Bridge	City of Yarra Heritage Overlay HO67 Assessed by National Trust Industrial History Committee 18/10/10	Local Conservation Study State Level recommended in City of Yarra Heritage Study Review for inclusion on Victorian Heritage Register (VHR), Register of the National Estate (RNE) and Heritage Overlay (HO)
Aratapu, Rex Avenue	HO66	Fronts onto Chandler Highway with row of Canary Palm trees on nature strip
Alameda, Rex Avenue	HO80	One block away from Chandler Highway
Fulham Grange Station site	VHI 7922-0449 - H7822-0904	Appears to have been separately recorded in two Victorian Heritage Inventory (VHI) site records
Yarra Bend Park	VHI 7922-0142	Site card does not mention any features near the present study area

No places are listed on the Victorian Heritage Register, Register of the National Estate, Commonwealth Heritage List, National Heritage List or World Heritage List.

The part of the Chandler Highway Bridge located within the City of Yarra is included in the Yarra Planning Scheme Heritage Overlay (HO67). The corresponding half of the bridge in the City of Boroondara is not included in the Boroondara Heritage Overlay. The various Boroondara and former City of Kew Heritage Studies, do not appear to have considered the heritage values of the Chandler Highway bridge.

Although the whole extent of the paper mill property is included in the City of Yarra heritage overlay, the relevant heritage citation for the site in Yarra Heritage Review, refers only to the 'APM Boiler House', designed by Mussen, McKay and Potter in 1954 (Appendix C). It provides a statement of significance for the Boiler House building and identifies it as a 'B grade structure'. B grade structures are defined by this review as follows:

Grade B places are those that are integral to the cultural significance of the City of Yarra as a whole, through their architectural integrity and/or their historical associations. These structures form a framework of substantially intact buildings, with sound architectural characteristics which demonstrate and underlay the

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historic nature of the area. Generally they are places that, while essential to the heritage value of the City's building stock and its streetscapes, would not warrant an individual listing on the Victorian Heritage Register, however listing on the Register of the National Estate should be considered.¹

A Conservation Management Plan and interpretation plan has been prepared for the paper mill site which identifies a number of structures and features as being appropriate for retention in interpretation. These include the 1920 and 1954 boiler house complex, pump house, the facade of the Heidelberg Road building No 6. And the railway siding.² Part of the development plan for the paper mill site includes interpretation of the former railway siding.³

The Victorian Heritage Inventory listing for Yarra Bend Park does not identify any specific heritage values for the area likely to be impacted by the proposed new Chandler Highway upgrade project works.

Aratapu and Alameda are individually listed in the Yarra planning scheme with the citations identifying historical and architectural values as the criteria for listing. No additional assessment of their streetscape value is identified.

2.1 Consultation

As part of VicRoads consultation process for the project, meetings were held on 8 October with Marina Larsson and Janet Sullivan of Heritage Victoria and on 23 October with David Walmsley and Bruce Phillips of the City of Yarra, to discuss statutory heritage implications and management issues for the project.

Contact was also made by phone and email with Wadi Mati, and Zoran Jovanovski of the City of Boroondara to provide information and gain feedback on the assessment process.

¹ Allom Lovell and Associates, The City of Yarra Heritage Review, Volume 2, 1998, p. 3

² Lovell Chen, Former Amcor Mill 626 Heidelberg Road, Fairfield Conservation Management Plan 2012, p.95

³ Community Consultation for the Alphington Paper Mill Renewal, Alpha Partners, Glenville Pty Ltd

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Figure 2: Plan of heritage items in the vicinity of the Chandler Highway Bridge (source DPC Hermes)



3 Historical background

3.1 Early land use

European occupation of the Alphington and Yarra Bend areas commenced in an informal manner with the first year of settlement. John Gardiner crossed the Yarra near Dight's Falls in December 1836 and followed the river up to Gardiners Creek where he established his station.

Heidelberg Road one of earliest properly-constructed thoroughfares in Melbourne, having been formed and metaled following the establishment of the Heidelberg Road Trust in 1841. It became a busy and popular route for Melbourne's well to do.

The initial parish survey was undertaken in 1837 by Robert Hoddle and land sales were held in the Jika Jika parish (including the Alphington area) during the Melbourne land boom of the 1840s. Long, narrow allotments of between 90 and 180 acres with frontages of the Yarra River were sold to speculators.

In Sydney merchant Thomas Wills relocated to Melbourne in 1840 and bought 176 acres at the junction of the Yarra with Darebin Creek for \$7568 at the height the land boom. Wills built a bluestone mansion called "Lucerne" described as the "grandest of its day".

Arthur Commis (or Kemmis) and Henry Darling purchased lots 117 and 118 at Alphington of the Parish of Jika Jika.⁴ Sydney merchant Charles Roemer's purchased land in the Alphington area in 1840. William Manning subsequently subdivided this as the "Alphington Village" and by the late 1850s there were a number of businesses, post office, Wesleyan chapel, and by 1885 there were 63 houses.⁵

Early subdivisions along the Yarra catered for affluent buyers with small acreages perfect for "gentlemen's residences". Fulham Grange, halfway between Fairfield and Alphington, was among the first of these estates to be sold.⁶ Richard Perry established Fulham Grange farm by 1855, comprising 105 acres on the Banks of the Yarra. It was carried on by his sons Richard, William and George. The Australasian described this part of the Yarra as 'one of the prettiest spots in the neighbourhood of Melbourne... where the fertile banks of the Yarra rise precipitously nearly 100 feet above the shaggy, little used but ever flowing river.' Perry's Nursery was redeveloped in 1880s as the Fulham Grange Estate by C. H. James and Percy Dobson.⁷

⁴ Department of Crown Lands and Survey, Victoria, 'Jika Jika, County of Bourke (plan), 1879, National Library of Australia.

⁵ Darebin Heritage website, "Alphington" <http://heritage.darebinlibraries.vic.gov.au/article/16>

⁶ <http://www.yarracity.vic.gov.au/Planning--Building/Heritage/Heritage-Walk/Alphington-and-Fairfield-Heritage-Walk/>

⁷ Lemon, 1983 p.50

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Figure 3: "The farm of Mr Perry on the Yarra 1855" Eugene von Guerard (1811-1901)⁸

On the south side of the Yarra, land was initially reserved for public purposes and recreation, but some parts were progressively developed for public institutions. A site comprising 340 acres in the parish of Boroondara was permanently reserved for the Kew Lunatic Asylum in 1864.⁹

Paper Milling commenced in Victoria when Samuel Ramsden established his mill near Prince's Bridge in May 1868. Samuel's son George Ramsden established a second mill at Fyansford in 1878, but the company was sold to William Brookes and Archibald Currie in 1882. The Australian Paper Mills Company was established in November 1895, by a consortium including Currie, Brookes and James McDougall. McDougall was director of Sands & McDougall Directory and had previously established a paper mill at Broadford in 1890, presumably as an adjunct to his printing and publishing business. The blasting of the rocks at Queen Street meant that freshwater was no longer available in the river, so another site was sought.

The Victorian-based Australian Paper Mills Co. Ltd. and the Sydney Paper Mills Ltd. amalgamated to form the Australasian Paper and Pulp Co. Ltd. (AP & P) and in September 1918 purchased land in the Woodlands Estate, Alphington for a new paper mill site, construction commencing in 1919 and completed two years later. The Australasian Paper and Pulp Co. in turn became Australian Paper Manufacturers Ltd (APM) with a number of other amalgamations in 1926.¹⁰

Other changes in the vicinity of Chandler Highway included the development of land that had been the extensive grounds of the Kew Asylum. The Talbot Colony for Epileptics (later known as Royal Talbot and now part of Austin Health), was established from land excised from Kew Lunatic Asylum on the Yarra Boulevard in

⁸ Guérard, Eugen von (1855). Mister Berry's [i.e. Perry's] farm, Melbourne.– <http://nla.gov.au/anbd.bib-an3103161> for finished painting see Bonhams Auction Catalogue , Guérard, Eugen von, Mr Perrys Farm, 'signed and dated 'Eug. von Guerard fec. Melbourne' <https://www.bonhams.com/auctions/21362/lot/17/>

⁹ Kew and Heidelberg Lands Act 1933 - SECOND SCHEDULE, http://www.austlii.edu.au/au/legis/vic/consol_act/kahla1933183/sch2.html

¹⁰ Lovell Chen, AMCOR FAIRFIELD, 626 Heidelberg Road, Fairfield Appraisal of Heritage Issues and Redevelopment Implications Prepared for Amcor Australasia December 2012, -. Former Amcor Mill 626 Heidelberg Road, Fairfield Conservation Management Plan, 2014

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1958.¹¹ Opposite on the east side of Chandler Highway, land was granted for the establishment of the Guide Dog training centre which opened in 1962.¹²

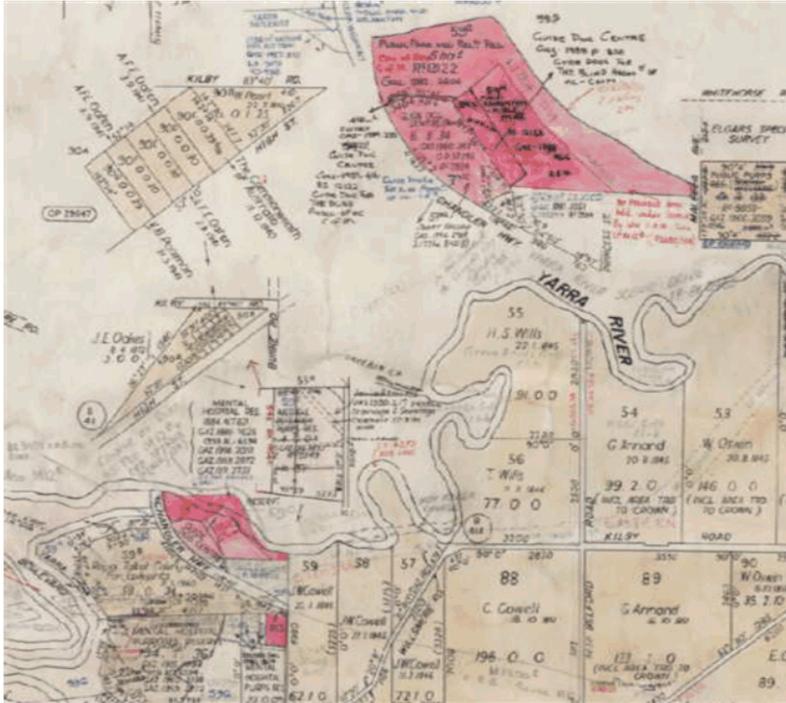


Figure 4: Parkland in Parishes of Jika Jika and Boroondara (source PROV)

The stretch of road which became the northern portion of Chandler Highway was originally known as Fulham Road as it was the extension of this road across Heidelberg Road. It was formally renamed in 1954.¹³

3.2 Outer Circle Railway

The Outer Circle Railway from Oakleigh to Fairfield was originally proposed by Thomas Higginbotham, Engineer-in-Chief of the Victorian Railways in 1873, as one of seven alternative routes to link the Gippsland Railway to Sale (the construction of which was then being planned) with the terminus of other Government-owned railways at Spencer Street. At the time the privately owned Melbourne & Hobsons Bay United Railway Company owned all of Melbourne's eastern and south-eastern suburban railways and the Flinders Street Railway Station, which had no connection with the Spencer Street Station.

The Outer Circle was railway one scheme which, even with political bolstering, had a difficult time getting off the ground and proved short lived. It primarily fed land speculation, but had little traffic.

¹¹ Austin Health. "Royal Talbot Rehabilitation Centre". <http://www.austin.org.au/Page.aspx?ID=40> Retrieved 2015-109-22.

¹² Pru Sanderson Design Pty Ltd (May 1988). Kew Urban Conservation Study. South Melbourne. Retrieved 2009-11-02.

¹³ http://www.austlii.edu.au/au/legis/vic/hist_act/chaba1954207/ Chandler Highway and Bridge Act 1954 <http://dhe.darebin-libraries.vic.gov.au/encyclopedia.asp?id=137>

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As it turned out, by the time the Gippsland line was completed in 1879, the Victorian Railways had acquired the Hobsons Bay United Railway Co., allowing trains from Gippsland to be worked directly into Flinders Street Station with South Yarra. Shortly afterwards a street level "tramway" was completed connecting Flinders Street and Spencer Street Stations, but the single-track line was restricted to night-time operations for freight trains only and was of limited capacity creating a severe bottleneck between the eastern and western/northern halves of the Victorian Railways network (Harrigan 1962: 101-106). As a result, the proposal for an Outer Circle Railway was revived as part of a plan to divert goods trains from Gippsland around the inner eastern suburban railway system and Flinders Street Station, and bring them directly into the Spencer Street Station and Goods Yards. In particular the line could move livestock more directly to Newmarket Saleyards.

The 1884 *Railway Construction Act* (48 Victoria No 821) passed on 12 December 1884, authorised 62 new railway lines, and was specifically responsible for the coining of the term "Octopus Act" as opposition grew to what was seen by some newspapers and political opponents and wasteful extravagance. Subsequently the term has been applied to the other railway acts of the period and many of these lines were built into the fertile and politically sensitive Western District and north-west farming country. Among the new lines were some of value, particularly the connection to South Australia, via Dimboola, with the first through intercolonial train running on 19 January 1887.¹⁴

Construction of the Outer Circle Railway was authorised under the 'Octopus Act' and so initially was not specifically targeted by opposition voices. The Inner Circle line was also considered at the time, since the northern suburban lines to Somerton, Whittlesea, Heidelberg, and the short branch lines to North Fitzroy and Collingwood at the time followed a circuitous route into North Melbourne and Spencer Street. Parliament determined that the Collingwood Branch would be extended to Princess Bridge via East Richmond along an elevated line, which was made necessary by the many streets of the densely built up suburb, while it would dip beneath the streets and parks of East Melbourne.¹⁵

The Outer Circle line ran off the Gippsland Railway at Hughesdale (near Oakleigh), went through Ashburton and Camberwell, then entered Kew at Burke Road about 500 metres north of Cotham Road, travelling generally north-west to cross the Yarra River near Fairfield. From there it joined the Heidelberg and Eltham Railway, and ran via a junction at Rushall, on to the Inner Circle Railway through north Fitzroy and North Carlton, to connect with the Coburg line in Royal Park, near the Zoo.

The contract for construction of the line was let to Messrs Graham & Wadick on 13 April 1888, for a price of £125,016 – excluding station buildings and the cost of rails, which were presumably supplied from stock by the Railways Department. Construction commenced in 1888 and the line was opened in March 1891, having cost £297,361 to build. The Yarra river bridge cost £23,000. The line and its bridges were designed by the Engineer-in-Chief's Branch of the Victorian Railways, under Engineer-in-Chief Robert Watson. Shortly after the completion of the Outer Circle Railway responsibility for managing all railway construction projects in Victoria was transferred from the Railways Department to the independent Railways Construction Branch under the Board of Land & Works.

Graham and Wadick, employed a young engineer, John Monash as supervising engineer on the project.¹⁶ John Monash (later Sir John), had completed his secondary schooling at Scotch College in 1881, and subsequently enrolled in the Arts faculty at Melbourne University with the intention of becoming an engineer. In 1885 before completing his degree, he found employment on the new Princes Bridge and over the next

¹⁴ Lee 2007 p.90-93; Leo Harrigan Victorian Railways to '62, pp 102 & 121 .

¹⁵ Lee 2007 0.170-1

¹⁶ Allom Lovell & Associates, 1998, City of Yarra Heritage Review

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two years assisted the contractor David Munro on this and other bridges in the Footscray, Moonee Ponds and Coburg areas.

Monash had a narrow escape during the building of the Yarra River bridge. He was supervising the lifting of heavy stones on the bridge works when a rope snapped and a huge stone dropped close to his head. He recorded the incident in his diary saying: "I seemed to live over all my life in a flash...By good luck I was paralysed with a moment's hesitation; had I moved a step it would have been all over with me". A mason had his hand crushed in the accident.¹⁷

The engineering requirements of the project were completed by January 1891 and Monash subsequently took up a position with the Harbour Trust where he remained for two and a half years during the worst of the depression and was able to continue his studies part-time. While working on the Outer Circle Monash used his newly gained legal training in support of Graham & Wadick's claims for extras on their Outer Circle Line contract (Holgate & Taplin; Serle 1982).

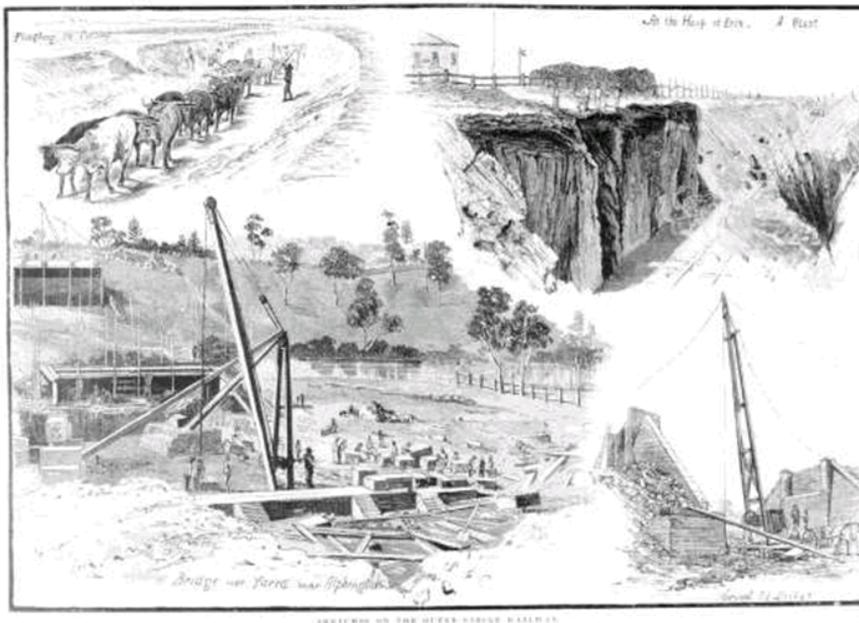


Figure 5: Construction of Outer Circle Railway (source Illustrated Australian News)

For a short period between March and May of 1891, the Inner and Outer Circle routes formed the only route between the eastern and western halves of the Victorian Railways. Prior to this, the only link was via a street level tramway along the CBD edge between Flinders and Spencer Streets, which was generally only used at night. As the Viaduct between Spencer and Flinders Street stations was in its final stages of construction (December 1888 to May 1891), the two new lines allowed freight trains to bypass the construction site. With the completion of the Flinders Street Viaduct, a continuous rail loop was created around the inner suburbs, although trains were never operated in this way.

¹⁷ Boroondara History & Heritage Outer Circle Railway Anniversary Trail 1. Bridge Over Yarra River
<http://www.boroondara.vic.gov.au/our-city/history/resources/outer-circle-railway/bridgeoveryarrariver>

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Graeme Davison writes that 'The new line was built to the most generous engineering standards with wide double-track cuttings and embankments and closely spaced stations.' However, 'in its first nine months of operation [the Outer Circle Line] attracted only 5153 passengers (most of them joy-riders)'.

The southern section from Camberwell to Oakleigh opened on 30 May 1890. The Kew section of the line opened on 24 March 1891, with stations at Deepdene, East Kew, Willsmere and Fulham Grange. When fully opened the line was 10.3 miles (16.6 km) in length with 11 stations. Intended to become double track, major bridges were built over the Yarra (a large steel truss bridge later converted to road use in 1919 for the Chandler Highway) and several road over bridges at High Street, Mont Albert Road, Canterbury Road and some minor streets. It was made built to be able to cater for double track, and heavier duty 75 lbs per yard rails were used. Despite this, the line never carried Gippsland traffic, and the economic depression of the early 1890s saw home building in the area cease.¹⁸

In November 1891, the first section of an elevated viaduct allowing direct connection between Flinders Street and Spencer Street Stations was opened, obviating the original purpose of the Outer Circle Railway, and with the collapse of Melbourne's land boom the expected growth in suburban passenger traffic along the line failed to materialise.



Figure 6: Outer Circle Railway bridge shortly after opening of the line¹⁹

Robert Watson's death in April 1891 at the height of the Victorian Railways building boom, threw many projects into disarray.

The northern section of the Outer Circle Line was so unsuccessful that passenger services were withdrawn within two years. Passenger services on the section from Riversdale to Deepdene were resumed in May 1900, with the 'Deepdene Dasher', a small steam hauled train set trundled back and forth along the line between

¹⁸ David Beardsell and Bruce Herbert (1979). *The Outer Circle: A history of the Oakleigh to Fairfield Park Railway*. Australian Railway Historical Society (Victorian Division),

¹⁹ City of Darebin heritage database <http://heritage.darebinlibraries.vic.gov.au/archiveimage/2730>

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Deepdene and Ashburton until 1924, when the last steam hauled passenger train ran to Ashburton on 29 October. An electric train from Camberwell then took over the trip to Ashburton and the northern section steam passenger trains operated only between Deepdene and Riversdale with passengers for Melbourne changing at East Camberwell.

The last steam-hauled Dasher ran on 15 August 1926 and was replaced by two railmotors coupled back to back. On 10 October 1927 the train was replaced by a Railways bus service between East Camberwell and Deepdene, extended in 1929 to East Kew.

Despite the limited use of the bridge for trains, the footway provided a useful pedestrian link over the river, avoiding a long trek to either Johnston Street or Burke road. One use recalled:

It was quite a weird sensation as crossing the bridge in those days, the foot walk was only loose planks, and every time you walked on them you could hear them clanking under your feet. You could have been hundreds of miles away up in some country district, there was not a light to be seen"²⁰

An unrealised objective of the Outer Circle railway line had been to stimulate residential development, but that awaited Melbourne's post-war metropolitan expansion and increased car ownership. Most of the route is now a linear park.

The Yarra River brick and steel viaduct at Fairfield was built for double tracks, although only one line was ever laid. Work on this bridge commenced in February 1889, but was not still completed and tested by November 1890. The Waverley Road to Riversdale section of the line had been opened some time earlier in the same year. Delays on this bridge were a contributing factor to the later opening of the northern portions of the Outer Circle Line in March 1891. During construction the original design was modified to provide an pedestrian walkway, cantilevered from the western side of the bridge trusses. Ironically after the closure of the northern section of the line in 1893, the bridge was to lie idle for most of the following 37 years, except for the occasional use by pedestrians wishing to cross from Fairfield to Studley Park.



Figure 7: View to Alphington from Outer Circle Railway Bridge.²¹

²⁰ <http://heritage.darebinlibraries.vic.gov.au/article/738>

²¹ Darebin Heritage database <http://heritage.darebinlibraries.vic.gov.au/archiveimage/1897>

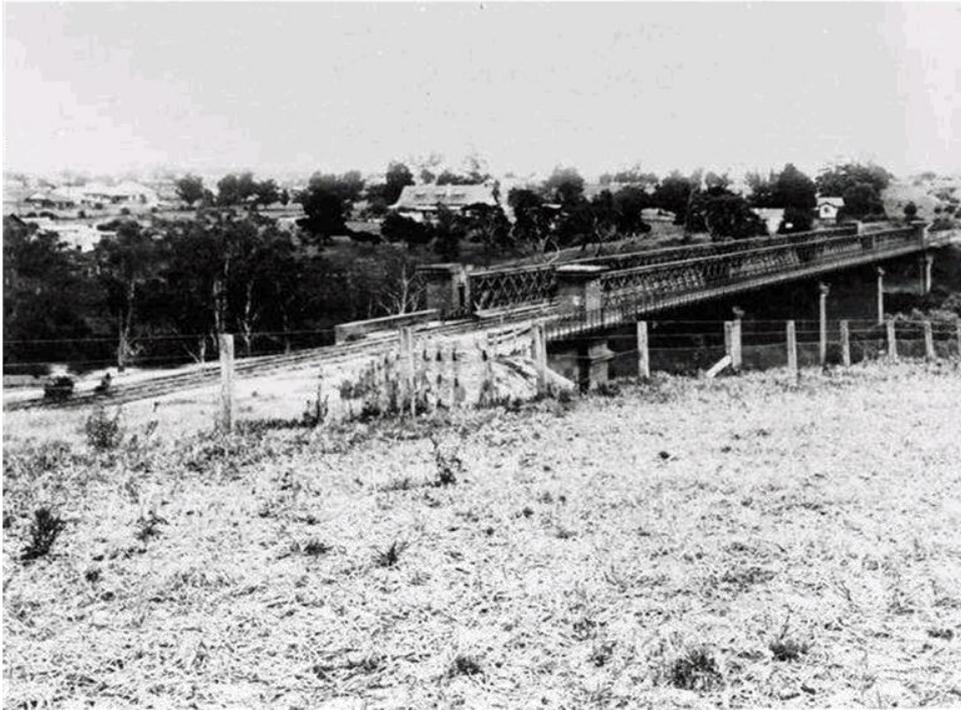


Figure 8: Outer circle Railway Bridge c 1890s from south-east²²

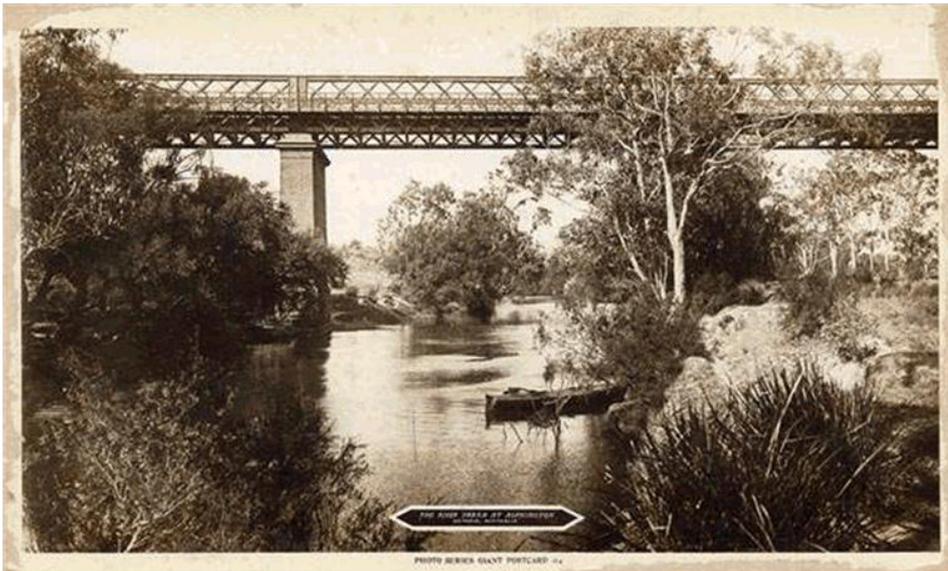


Figure 9: Outer Circle Railway Bridge crossing the Yarra River²³

²² Darebin Heritage database <http://heritage.darebinlibraries.vic.gov.au/archiveimage/2729>

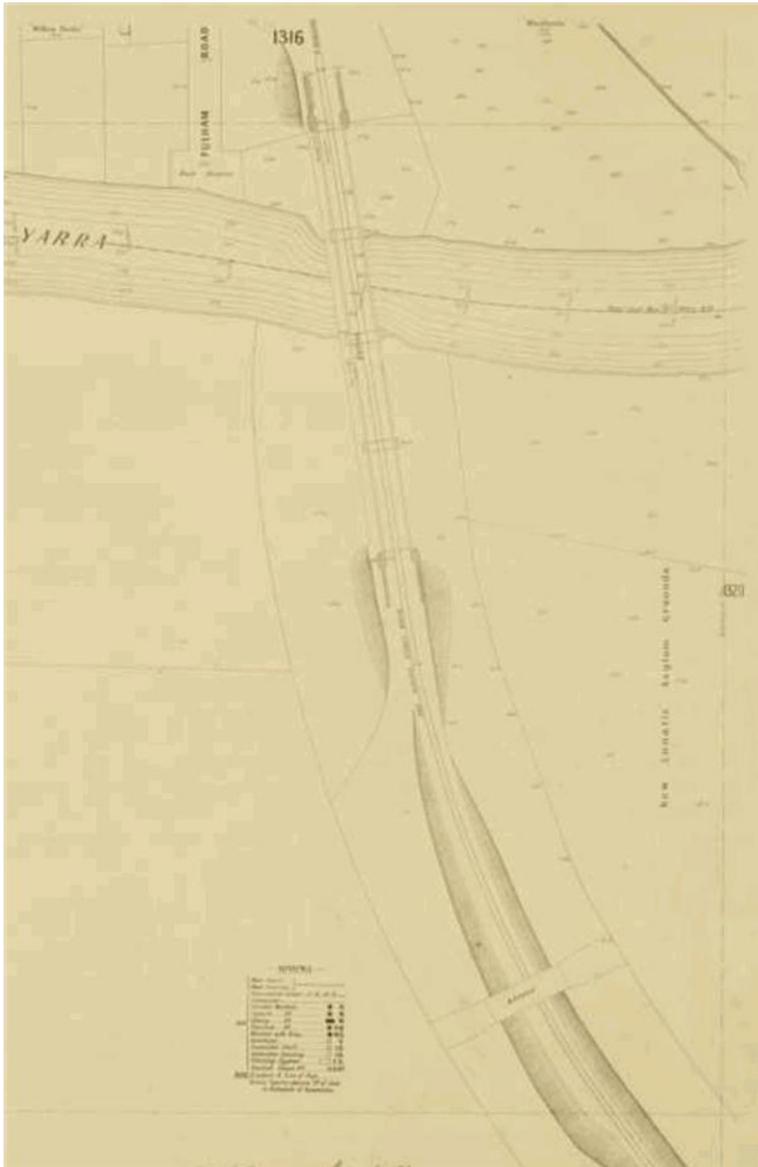


Figure 10: Melbourne and Metropolitan Board of Works detail plan 1321²⁴

²³ Yarra Plenty Regional Library Service - Heidelberg Historical Society Org ID: hh0021 ID: 7421

²⁴ Melbourne and Metropolitan Board of Works detail plan, 1321, Kew and Heidelberg, MMBW, 1910, State Library Vic.



3.3 Closure and reopening as Chandler Highway road bridge

The section of the Outer Circle Railway from Riversdale to Fairfield Park (which included the Yarra bridge) was officially closed on 12 April 1893. It was reopened temporarily to obtain filling for the Collingwood to Jolimont line in 1900, and became the site of the only fatal accident on the line when a train of 16 trucks carrying 52 labourers was derailed and three men were killed. A short section of the line on the northern side of the river was reopened in 1919 from Fairfield Park for goods traffic to the Fairfield Paper Mill (later Australian Paper Mills) and this portion closed once and for all in approximately 1996, though the tracks could still be seen cutting diagonally across Heidelberg Road-Chandler Highway intersection for some years. To allow for the building of the Chandler Highway, the line from the bridge to Princess Street, Kew was dismantled in 1930 and the bridge has been used for vehicular traffic since.

Kew and Heidelberg Councils first formally raised the matter of converting the rail bridge to road use in 1913 (The Argus, 11 Dec 1913: 10). By 1919, the two councils had all but abandoned the proposal owing to the fact that the Railways Commissioners had requested an annual rental of £300 for the use of the bridge, which was considered excessive. It was decided by the two Councils in consultation with the Public Works Department to wait until there had been some progress with the roadworks on the Yarra Boulevard, which ends just south of the bridge. The proposal was revived in 1927, but practical progress on the works required were delayed over arguments about costs and consideration of whether the Railways Commissioners would be sell or lease the bridge for road use. Negotiations with the Railways Commissioners were personally handled by Mr Alfred Elliot Chandler, MLC, the Minister for Public Works. To widen support for the project Chandler organised a conference on 1 May 1929, attended by representatives of the Hawthorn, Camberwell, Kew, Heidelberg, Northcote and Brunswick. Of the estimated cost of £6,650 to modify the bridge and construct new approach roads, the Public Works Department agreed to pay £2,000 and the Melbourne & Metropolitan Board of Works £1,800, with a third of the remaining costs each to be paid by the municipalities of Kew and Heidelberg, and the remaining third shared by the Hawthorn, Camberwell and Northcote councils. A formal agreement between the Public Works Department, Board of Land & Works (for the Railways), the Metropolitan Board of Works, and the five councils was finally signed on 29 November 1929. The councils of Kew and Heidelberg also agreed to pay a share of maintenance costs for the next 20 years. The works were undertaken by private contractors, including the formation and sealing of new approach roads and the laying of 60,000 super-feet of new timber decking on the bridge, supervised by Mr Davis, the Heidelberg Shire Engineer. A building that was formerly part of the Kew Asylum was demolished as part of the project, allowing the alignment of the southern approach road from the intersection with Princes Street, Kew, to be straightened. Works were completed and the bridge opened for traffic in June 1930. At this time it was still known as the Fairfield Bridge.

In September 1930, by agreement between the Kew and Heidelberg Councils, the new section of road was named the Chandler Highway, and the bridge renamed Chandler Bridge, in recognition of the role played by A.E. Chandler (1873-1935) in bring the projection to fruition. It was a fitting tribute to a man who as Minister for Public Works, Chairman of the Parliamentary Standing Committee on Railways and Vice-President of the Board of Land & Works, was uniquely positioned to steer through the complex negotiations required and reach an agreement between the many parties involved. During the mid-1930s the Chandler Highway was integrated conceptually into the northern end of the Yarra Boulevard, constructed by unemployed sustenance labour, and hundreds of Lombardy poplars were planted along the route are part of a beautification scheme in preparation for the Centenary of Melbourne in 1935. The formal renaming was not ratified until the passing of the Chandler Highway & Bridge Act in 1954.²⁵

²⁵ An Act to vest in Her Majesty the Chandler Highway and Bridge in the Cities of Heidelberg and Kew. No 5777, Victoria, 4th May, 1954. http://www.austlii.edu.au/au/legis/vic/hist_act/chaba1954207/



Figure 11: Chandler Highway Bridge c 1930s (Public Records Office)



Figure 12: Chandler Highway Bridge during floods c 1930s²⁶

²⁶ Darebin Heritage database <http://heritage.darebinlibraries.vic.gov.au/archiveimage/2071>



Figure 13: Looking upstream towards the bridge and paper mill during flooding c1930²⁷



Figure 14: Chandler Highway Bridge in the 1960s²⁸

²⁷ Darbin Historical encyclopedia, <http://heritage.darebinlibraries.vic.gov.au/archiveimage/2733>

²⁸ Darebin Heritage database <http://heritage.darebinlibraries.vic.gov.au/archiveimage/1926>

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The Chandler Highway may be seen as part of the arterial main road network which had its genesis in the Melbourne Strategy Plan of 1929, and envisaged a series of radial "Parkways". This scheme foreshadowed the freeway plans of three decades later.

The former railway line and siding north of the bridge was redundant for many years. Some time after 1939, the Paper Mill purchased the land on which the siding was located and erected brick wall along the new property boundary. The siding was maintained in use up to the 1980s.



Figure 15: Chandler Highway Bridge c1957 (source VicRoads Library)

By 1951, the maintenance agreement with the municipalities of Heidelberg and Kew had expired and the Chandler Bridge was described as being "dangerously out of repair". The half mile long road that "nobody wanted" was claimed to be "one of the worst stretches of pot holes in the metropolitan area", being pounded by almost 4,000 vehicles a day, including 1,200 trucks and buses, while a letter writer to The Argus, suggested it be renamed "Chandler Byway". The following year bus companies using the bridge threatened to withdraw their services unless it was urgently repaired, but neither of the adjoining councils had the funds to undertake the work required. They argued that as a key arterial road it served a much wider area and should therefore

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be seen as outside their responsibility. A Parliamentary Standing Committee on Public Works recommended that responsibility for maintaining the Chandler Highway be transferred to the Country Roads Board, but the process was further delayed by the need to pass a special Act of Parliament because at the time the CRB's area of jurisdiction limited to State Highways and declared Main Roads beyond the extent of the Melbourne tramways system.

The bridge was subsequently strengthened in 1955-56 by the C.R.B. when much of the deck was renovated and this may also be the date for the welding reinforcement of the horizontal chords of the trusses.²⁹ It has been claimed the bridge was widened in the 1950s, but this cannot be substantiated.

The strengthening works that were carried out in the 1950s involved welding up the truss work, installing additional gusset and brace plates, and adding welded box sections to the upper chords of the trusses, which extend for about a third of the length of the chords in the mid-section. A small cabin was erected on top of the north-west pillar of the bridge around this time – its function is uncertain, but it appears to be related to the strengthening works – perhaps to assist with traffic control as the bridge was retained in use during the works.



Figure 16: Strengthening works on Chandler Highway Bridge c1955 (source Australian Railway Historical Society)

The 1969 Melbourne Transportation Plan shows the Chandler Highway as part of the F6 Freeway corridor which would eventually link up to the Mornington Peninsula Freeway. The total length of the Chandler Highway 1.4 kilometres, leading to its claim as "the shortest highway in the world".³⁰

The Australian Paper Manufacturers factory continued to use the railway siding until it was dismantled in the mid-1990s.³¹

²⁹ O'Connor 1983; 1985; VicRoads Bridge Drawing files Nos. 17423-33, 17525-42

³⁰ http://www.onlymelbourne.com.au/melbourne_details.php?id=8025 Only Melbourne.com

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Figure 17: Heidelberg Road and Chandler Highway intersection early 1970s³²



Figure 18: View looking south towards bridge c1980 (source VicRoads Library)

³¹ S Cauchi, Closure of the Australian Paper Ltd siding at Fairfield *Newsrail*, November 1994, Australian Railway Historical Society (Victorian Division) pages 328–33

³²Country Roads Board Victoria Sixty –First Annual Report for year ended 30th June, 1974
<http://www.parliament.vic.gov.au/papers/govpub/VPARL1974-76No33.pdf>



4 Description

The Chandler Highway Bridge has an overall length of 450 feet (137 m), with two through-type, lattice-truss girders over four spans of about 110 feet each (35.2, 33.5, 33.5 and 35.2 metres), supported on brick and bluestone piers. Three of the four spans are over a wide floodway, either side of the river channel, the bridge evidently having been designed to accommodate the large floods experienced on the River in the mid to late nineteenth century.

The trusses are formed from paired sets of double "X" webs of rolled steel angle diagonals between top and bottom chords. Unlike earlier lattice-girder bridges, the trusses on this bridge are simply supported, rather than continuous, similar to the configuration used on the slightly earlier Clifton Hill Railway Bridge. End frames at each pier are built up from angle and plate and have lattice cross bracing between the webs. Riveted plate cross girders sit in the V of the diagonals at the bottom of the trusses. Originally timber decking was bolted to the cross girders, with ballast and sleepers laid over this. When converted to road use the deck was re-laid in timber, with an additional cross-planked layer. And this was sealed with bitumen. When refurbished in the 1950s, the timber deck was lifted (half the road width and two spans at a time) and precast reinforced concrete panels were installed over the cross girders. Concrete slabs were also used to replace the footway.

The original bridge design was modified during construction to incorporate a footway on the outside of the downstream girder, supported by a cantilevered extension of the cross girders. A riveted lattice guard fence was provided, which extends out around the abutment pilasters.

The piers and abutments are of brick, with ashlar bluestone used for the plinth, capping stones and a cornice running around the abutments at deck level. Similarly smooth faced bluestone is used for the tops of the three piers and the bearing sill of the abutments. Brickwork is of a high standard in English Bond (alternating header and stretcher courses).

The works to refurbish the bridge in 1955-6 included welded reinforcing of horizontal spans of the trusses, as well as the addition of extra plates to strengthen individual members and a segmented box section welded to the horizontal chords to add additional buckling resistance.

4.1 Context:

The bridge is located on now busy metropolitan road between Heidelberg Road and the Eastern Freeway. The extension of the Chandler Highway leads into Princess Street and towards the Harp Road Junction on High Street. Longstanding road widening plans (going back to the 1929 and 1954 Metropolitan strategy plans) would see Earl and Asquith Streets upgraded to arterial roads. At one stage a full freeway standard interchange was envisaged with non traffic light controlled on and off ramps to the Eastern Freeway, provision having been made in the Chandler Highway overpass.

On the north side, the former railway alignment can be traced through the former APM works (where tracks from the siding remain) and across Heidelberg Road to the junction with the Hurstbridge rail line (the section crossing the road have now been removed).

The immediate area is a relatively naturalistic landscape formed by the Yarra Flood Plain, and dominated by regenerating native vegetation.

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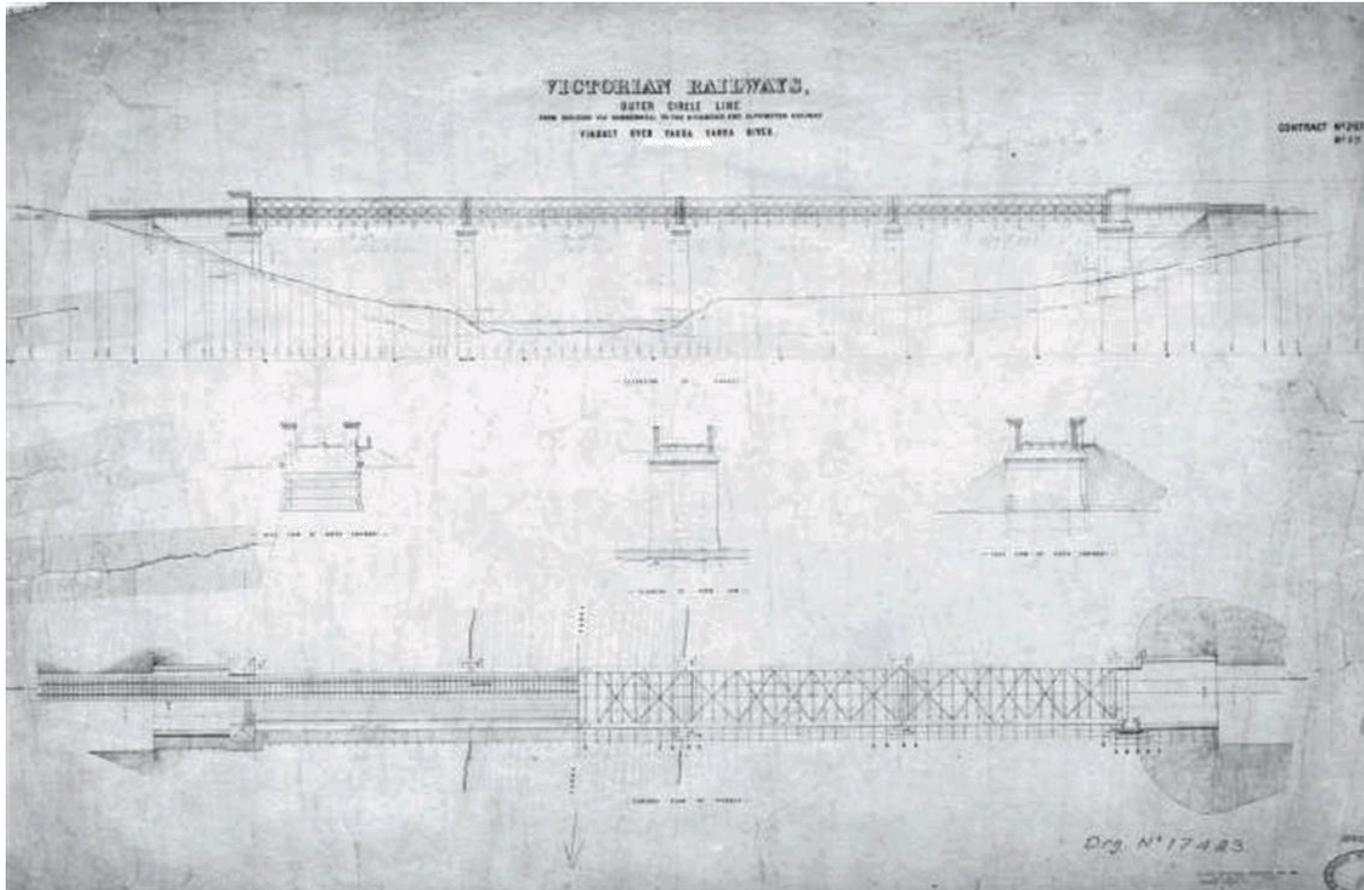


Figure 19: Victorian Railways Construction Drawing – general configuration (source VicRoads)

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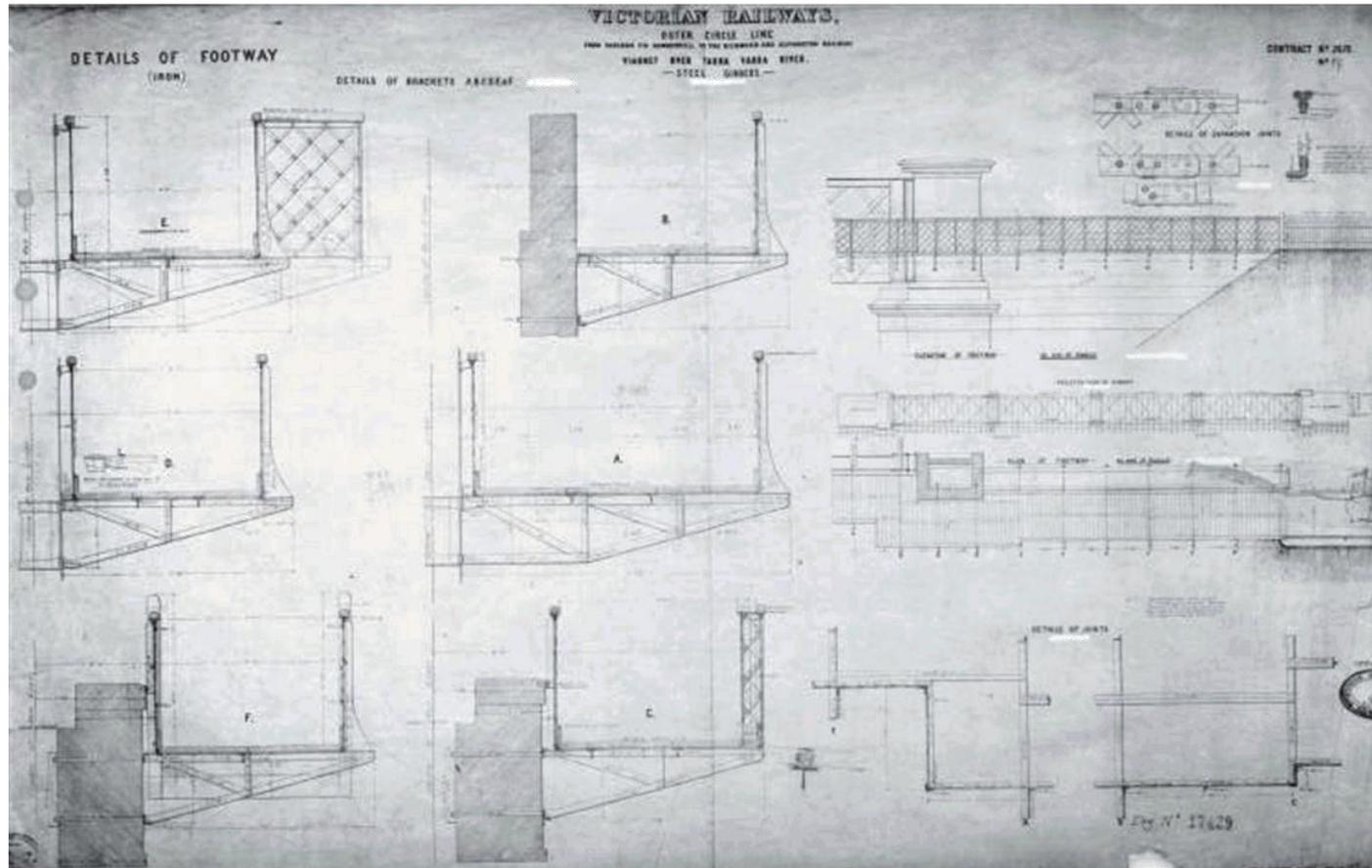


Figure 20: Victorian Railways Construction Drawing – details of walkway (source VicRoads)

4.2 Intactness:

The bridge is relatively intact, with the major original structural elements well preserved. Changes include the replacement of the former timber deck (ballasted for the railway) with concrete panels, and the introduction of new welded elements.

The lattice fenced, cantilevered walkway on the west side is considered original to the initial construction of the bridge, although like the main roadway, the former timber deck has been replaced with reinforced concrete panels. Welded pipe and "Cyclone" chain link fence panels have been installed on the inner faces of the main trusses.



Figure 21: View of Bridge from northern approach (image G Vines)



Figure 22: View of bridge from south-east (image G Vines)

4.3 Other heritage items

Other heritage items are only briefly considered in this report, as they will not be directly impacted by the proposed road works (see Figure 2). The heritage items adjacent to the Chandler Highway are as follows:

- Australian Paper Mills (HO70)
- Alameda 5-7 Rex Avenue, Alphington (HO80)
- Aratapu, Rex Avenue (HO66)
- Yarra Bend Park (VHI 7922-0142)
- Fulham Grange Outer Circle Station site (VHI 7922-0449- H7822-0904)

Australian Paper Mills comprises a large site on the east of Chandler Highway between Heidelberg Road and the Yarra River. The factory included ranges of buildings from the early and mid-twentieth century. The prominent glass curtain wall boiler house of c1954 is located in the south-west corner of the site, while the earlier brick boiler house and chimney is east of this. Formerly, reinforced concrete processing buildings extended north of the Boiler House, but most of these have recently been demolished. An early 20th century red brick building, and the more modern 1960s cream brick range of the Machine Room No 6 and Wash Room Plant along Heidelberg Road.

A tall red brick wall was until recently located along the Chandler Highway frontage. This is dated to around the 1940s, after the rail siding land had been purchased.³³ The former concrete chimney, which was a visual landmark on the site has also been demolished.

³³ Lovell Chen, Former Amcor Mill, 626 Heidelberg Road, Fairfield Conservation Management Plan, 2014 p.69



Figure 23: Paper Mill boiler house, note red brick wall and concrete chimney have been demolished (image Heritage Victoria)

Alameda and Aratapu, are two early twentieth century Edwardian timber residential properties west of Chandler Highway. Alameda is one house back from Chandler Highway. Aratapu is located on the Rex Avenue and Chandler Highway corner, with the main frontage to Rex Avenue, and has a row of seven Canary Island Palm trees (*Phoenix canariensis*), about 10 metres tall, on its nature strip. They appear to have been planted around about 10 years prior to 1846, when they are shown on aerial photographs as having only partial spread canopies. This would date them to around the time of the construction of Chandler Highway, and so there is a high likelihood they were planted as part of the CRB roadworks, when screening existing houses may have been considered necessary. While they are not included in the adjoining heritage overlay, they are referred to as a "significant avenue of palms" in the City of Yarra *Street Planting Precinct Masterplans*.³⁴

³⁴ City of Yarra, 2014, *Street Planting Precinct Masterplans Final Report*, prepared by Thompson Berrill Landscape Design Pty Ltd in association with Stephen Fitzgerald Arboriculture March 2004, section 5.14.1.2



Figure 24: Canary Island Palm Trees near Aratapu. (image G Vines)



Figure 25: Aratapu from Rex Ave. (image G Vines)

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Alameda is an Edwardian timber villa, located on Rex Avenue, a block back from Chandler Highway with a modern development having recently been constructed on the intervening block.



Figure 26: Alameda from Rex Ave. (image G Vines)



Figure 27: 1946 Aerial Photograph (image Land Victoria)



5 Significance

5.1 Comparative analysis – Chandler Highway Bridge

Chandler Highway Bridge is one of a small number of true lattice truss bridges in Victoria. It is unusual compared with other road bridges, but shows its railway origins in the use of lattice trusses at such a late date. The only other true lattice trusses of iron or steel construction are the Hawthorn Bridge, Bell Street Bridge (using recycled girders from the former Hawthorn Rail Bridge); Mia Mia Bridge (which reuses older lattice girders intended for the Hawthorn Road Bridge); Sale Swing Bridge and some railway footbridges. With the exception of the Sale bridge, these examples reflect the earlier (1860s) English bridge technology, with the three examples being imported ironwork. The Sale Bridge is exceptional because of its opening span, which required a different approach to design to increase rigidity and minimise dead weight.

Another railway example of the lattice truss is the 1884 Albury-Wodonga Railway Bridge. A number of others of this era and type survive on New South Wales and South Australian railways.

There are also a number of truss bridges that have been described as lattice trusses, but only have a single intersecting lattice, and may be more appropriately described in modern terminology as double Warren Trusses. Amongst the latter group is the Merri Creek Railway Bridge at Clifton Hill on the Northcote Railway (formerly part of the Whittlesea Railway), completed in 1889, which was three deck-type simply-supported truss spans on brick piers and abutments, carrying double tracks, and was also built with a cantilevered pedestrian walkway for public use on one side – a rare feature in Victorian railway bridges. The main difference in form being that the trusses on this bridge have only single intersection “XX” bracing, but otherwise a very similar in design and construction. The slightly earlier 1886 Melton Railway Viaduct also has some similarities but again has single-intersection deck-type trusses.

A group of single intersection truss road bridges all erected in the 1870s have shallow deck trusses of flat and angle iron – sometimes described as ‘lattice girders’, which are continuous over two or more spans. These are the 1874 Jorgensen's Bridge near Clunes; Glenmona Bridge at Bung Bong of 1871, and McLennan Bridge also near Clunes. Cressy Bridge dates from 1880 and is a larger example of the same type with significantly longer spans. The Old Plenty Bridge of c 1867 has deep half-through trusses of much lighter construction, but conforms to this single intersecting lattice style as the intersections are riveted.

In the 1880s and 1890s, a new form of light truss was designed following experimental work at Melbourne University by Professor Kernot. The first bridge embodying Kernot's theories was Victoria Street Bridge in Richmond, designed by two of his students in 1880. It was followed by McMillan's Bridge in 1889, amidst continuing controversy and argument between the practical and academic engineers. The Pitfield Bridge and Government Bridge at Clunes built in the 1890s further developed this type of efficient light-weight metal truss design.

A distinctive feature of these bridges that distinguishes them from the earlier single intersection diagonal trusses (of Cross or “X” trusses), is the lack of connection between the diagonals where they cross, since the forces are carried through to the top and bottom chords.

However, further structures of this type did not follow, probably due to the limits of such bridges in carrying heavy loads, and the increasing availability of standard rolled steel joists from around 1890, which simplified metal bridge design considerably.



5.2 Statement of cultural heritage significance:

What is significant?

The Chandler Highway Bridge is situated on the Yarra River, at Alphington. It is a 4 span through lattice girder bridge on brick & bluestone piers, originally built by contractors Graham & Wadick for the Victorian Railways as part of the Outer Circle Railway in 1889-90, and was converted for road use in 1929-30 for the Public Works Department under the supervision of the Shire of Heidelberg.

How is it significant?

The Chandler Highway Bridge is significant for historic, aesthetic/architectural, scientific (technical), and social reasons at a State level.

Why is it significant?

The Chandler Highway Bridge is of historical significance as the most substantial engineering relic of the ill-fated Outer Circle Railway line, which was constructed at the commencement of the 1890s Depression as part of a grand plan to develop new eastern suburbs and provide a rail bypass between Gippsland and Melbourne's livestock saleyards and Spencer Street goods yards. The railway was promoted as a political venture, and failed because of lack of economic forethought. Closed to railway traffic after just two years of operation and left essentially abandoned for the next 37 years, the grand Outer Circle Railway Bridge came to symbolise the folly of Government excesses bound up in the infamous 'Octopus Act' of 1884.

Although only used for a short period as part of the railway, the bridge continued to provide a pedestrian link and so has historical significance for association with early twentieth century settlement and communications patterns.

The bridge is also of historical significance for the key role that it played in the Country Roads Board assuming greater control over major bridges and arterial roads within the Melbourne metropolitan area. At the time it was converted from railway to road use in the late 1920s, there was considerable political rivalry between government infrastructure departments over who should be responsible for the metropolitan road network. The Public Works Department, MMBW, and CRB all played roles in this argument. Even though the CRB was meant to confine its role to country roads, it managed to influence some aspects of the development of the metropolitan network, such as the main highways into the city. As such, the Chandler Highway was seen potentially as part of a wider highway network and named accordingly, although it only ever served as a local collector.

The bridge is also significant through its association with A.E. Chandler, Minister for Public Works, after whom it is named, and Sir John Monash, who was supervising engineer for the contractors on the railway works during the early part of his career as an engineer.

The Chandler Highway Bridge is of aesthetic or architectural significance as one of the largest bridges on the Yarra River, which because of its large bulk, height and length, in conjunction with the naturalistic setting among regenerating native vegetation, creates a dramatic presence. The through truss creates a sense of enclosure for travellers crossing the bridge and so presents a very direct view of the nineteenth century engineering, enabling its rare and intricate lattice-truss design to be appreciated by the large number vehicle occupants who cross the bridge every day.

The Chandler Highway Bridge is of technical significance as a rare type of bridge, being a very late example of a multiple intersecting lattice truss bridge, achieving spans of 110 feet (33.5 m). This form is only represented by three earlier imported bridge trusses (Hawthorn Bridge, Mia Mia Bridge and Bell Street Bridge) and the near contemporary Albury-Wodonga rail bridge built by the New South Wales Railways. As such it

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demonstrates the conservativeness of the railways construction branch engineers at the end of the nineteenth century.

The Chandler Highway Bridge is of social significance as an important link between suburbs on each side of the River, which, despite being a bottleneck during peak times, is the only link between Burke Road and Johnston Street to the Kew area.

Extent:

The classification extends to the entire bridge and embankment, including the approach road extending from the Yarra boulevard on the south to Rex Avenue on the north, opposite the point where the former railway diverges from the road into the former APM site. It also includes a buffer metres either side of the bridge to the width of the adjoining road reservation, in order to protect the views to and from the river banks.

5.3 Assessment against Heritage Victoria criteria:

a. The historical importance, association with or relationship to Victoria's history of the place or object

The Chandler Highway Bridge is of historical significance as the most substantial engineering relic of the ill-fated Outer Circle Railway line, which was constructed at the commencement of the 1890s Depression as part of a grand plan to develop new eastern suburbs and provide a rail bypass between Gippsland and Melbourne's livestock saleyards and Spencer Street goods yards. The railway was promoted as a political venture, and failed because of lack of economic forethought. Closed to railway traffic after just two years of operation and left essentially abandoned for the next 37 years, the grand Outer Circle Railway Bridge came to symbolise the folly of Government excesses bound up in the infamous 'Octopus Act' of 1884.

The bridge is also of historical significance for the key role that it played in the Country Roads Board assuming greater control over major bridges and arterial roads within the Melbourne metropolitan area. At the time it was converted from railway to road use in the late 1920s, there was considerable political rivalry between government infrastructure departments over who should be responsible for the metropolitan road network. The Public Works Department, MMBW, and CRB all played roles in this argument. Even though the CRB was meant to confine its role to country roads, it managed to influence some aspects of the development of the metropolitan network, such as the main highways into the city. As such, the Chandler Highway was seen potentially as part of a highway network and named accordingly, although it only ever served as a local collector.

The bridge is also significant through its association with A.E. Chandler, Minister for Public Works, after whom it is named, and Sir John Monash, who was supervising engineer for the contractors on the railway works during the early part of his career as an engineer.

b. The importance of a place or object in demonstrating rarity or uniqueness

Chandler Highway Bridge is an example of exceptionally rare bridge type in Victoria, in its use of multiple intersecting through lattice trusses, achieving spans of 110 feet (33.5 m). There are three large true lattice truss road or rail bridges imported from Britain in the 1860s, the Hawthorn Road Bridge, Mia Mia Bridge (using trusses originally intended for Hawthorn) and Bell Street Bridge (recycling trusses from the Hawthorn Rail Bridge). The Albury-Wodonga Rail Bridge reflects the more common use of the type by New South Wales railway engineers in the late nineteenth century, and the only other comparative example is the Sale Swing Bridge, where the requirements for rigidity and weight reduction in the swinging span dictated the truss form.

c. The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Victoria's cultural heritage

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d. The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as part of a class or type of places or objects

(not applicable)

e. The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features

The Chandler Highway Bridge is of aesthetic or architectural significance as one of the largest bridges on the Yarra River, which because of its large bulk, height and length, in conjunction with the naturalistic setting among regenerating native vegetation, creates a dramatic presence. The through truss creates a sense of enclosure for travellers crossing the bridge and so presents a very direct view of the nineteenth century engineering, enabling its rare and intricate lattice-truss design to be appreciated by the large number vehicle occupants who cross the bridge every day.

f. The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements

It is of technical significance as a rare type of bridge, unique in Victoria in being a very late multiple intersecting lattice truss bridge, a form only represented by three earlier imported bridge trusses (Hawthorn Bridge, Mia Mia Bridge and Bell Street Bridge) and the near contemporary Albury-Wodonga rail bridge. As such it demonstrates the conservativeness of the railways construction branch engineers at the end of the nineteenth century.

g. The importance of the place or object in demonstrating social or cultural associations

The Chandler Highway Bridge is of social significance as an important link between suburbs on each side of the River, which, despite being a bottleneck during peak times, is the only link between Burke Road and Johnston Street to the Kew area

h. Any other matter which the Council deems relevant to the determination of cultural heritage significance

The Metal Bridges Study³⁵ utilised a numerically weighted system for assessing significance of bridges. This was devised to identify the technical characteristics of early bridges and consider scientific factors in conjunction with the more usual social, historical and aesthetic significance factors. The assessment identified the Chandler Highway bridge as high significance with a total score of 20 out of a possible 24. The assessment against metal bridges study criteria results are shown in the following table:

³⁵ Vines, G. & McInnes, K. 2003 (revised 2010), *Metal Road Bridges in Victoria*, National Trust of Australia (Victoria) with assistance from: VicRoads, Heritage Victoria.
https://www.academia.edu/1473486/Metal_Road_Bridges_in_Victoria

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Table 2: Assessment against metal bridges study criteria

Criteria	Variable	Score	Total				
Early Example of Structural Type	Riveted						
	RSJ						
	Welded Plate						
	Variable Plate						
	Rail in Slab						
	Pre 1880	Pre 1920	Pre 1940	Pre 1955	Pre 1910	3	
	1880-90	1920-30	1940-45	1955-60	1910-20	2	2
	1890- 1914	1930-40	1945-55	1960-65	1920-30	1	
Length / Height	Outstanding length / span length / height for bridge of its type and age					3	3
	Noteworthy length / span length / height for bridge of its type and age					2	
	Significant length / span length / height for bridge of its type and age					1	
	Typical length / span length / height for bridge of its type and age					0	
Structure Type (Lattice Truss)	Outstanding, rare example of its type exhibiting many original features and details					3	3
	Good, relatively rare example of its type exhibiting some original features and details					2	
	Good example of common type including modified					1	
Total Technical score							8
Historical Settlement and Communication, Route & Site	State					3	3
	Regional					2	
	Local					1	
Designer / Engineer Builder	Outstanding example of important engineer's work					3	3
	Noteworthy Example of important engineer's work					2	
	Minor example or important engineers work or representative of other engineer's					1	
Historical Event	State					3	
	Regional					2	2
	Local					1	
Total Historical Score							8
Social values	State					3	
	Regional					2	
	Local					1	1
Total Social Score							1
Aesthetic	Noteworthy proportions and details in highly aesthetic site context leading to high aesthetic appeal					3	3
	Reasonable proportions and details in reasonably aesthetic site context leading to medium aesthetic appeal					2	
	Typical unremarkable bridge in remarkable aesthetic and historic site context					1	
	Typical unremarkable bridge in unremarkable aesthetic and historic site context					0	
Total Aesthetic Score							3
Total	Total Score for Chandler Highway Bridge =						20



6 Assessment of heritage impacts

Anticipated impacts of the Chandler Highway upgrade on the Chandler Highway Bridge are based on the construction of a new six lane road and bridge to the west of the existing bridge. The approach road to the north will be widened on the east side, requiring works on the Paper Mill site, while south of the river, new roadworks to the west of the existing road will impact on part of Yarra Bend Park.

6.1 Chandler Highway Bridge City of Yarra Heritage Overlay H067

Conversion of bridge from road to shared use path

The concept design proposes to convert the existing road bridge to a shared use path bridge. This may include the following impacts:

- Installation of fall protection to current design standards
- Alteration to the existing asphalt surface
- Addition of landscaping
- Construction of artwork
- The construction of structures - such as a cafe

Bridge undercroft (space beneath the bridge)

The concept design proposes to re-purpose the space beneath the bridge and the adjacent space beneath the new bridge. This may include the following impacts:

- Re-use of the bridge undercroft for a community space. The re-use is likely to be subject to community input and a concept design is yet to be determined.

Maintenance

The existing bridge will have works completed to maintain the structural integrity of the bridge for a design period. The maintenance works may include the following impacts:

- Spot re-painting or a new coat application to the existing corrosion protection paint system
- Review if minor amendments can be made to improve drainage in areas where water is pooling on the truss
- Washing of existing dust from members
- Welding plates to repair localised corrosion
- Localised replacement of corroded members or fasteners
- Repair of blockwork, brickwork or grout on the abutments or piers to match the existing
- Repair to the concrete substructure

Shared use underpass

An underpass is proposed beneath the existing Chandler Highway bridge. It is anticipated that construction of the underpass may include the following impacts:

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- Earthworks through the earthen embankment constructed to abut to the Chandler Highway bridge
- Potentially some minor interface with the far southern end masonry of the southern abutment

Construction of bridge

A new six lane or two new three lane bridges are proposed for construction. Bridge construction may include the following impacts:

- Construction of a new bridge (or bridges) directly adjacent to the existing bridge. It is not proposed to require demolition of the existing masonry work or main truss.
- Removal of graffiti
- Demolition of the gas service suspended beneath the existing walkway (not in service)
- Demolition of the existing walkway which is fixed to the western side of the existing bridge
- VicRoads will investigate options to re-use of elements or part of this path in the final construction. This may be on the converted bridge deck or as part of the bridge undercroft space.

The relationship between the existing bridge and the proposed new structure is demonstrated in the following figures. The conceptual plan shows the road geometry at the bridge, with the following two figures provide plan and elevation diagrams showing the positioning of the new bridge deck in relation to the existing structure.

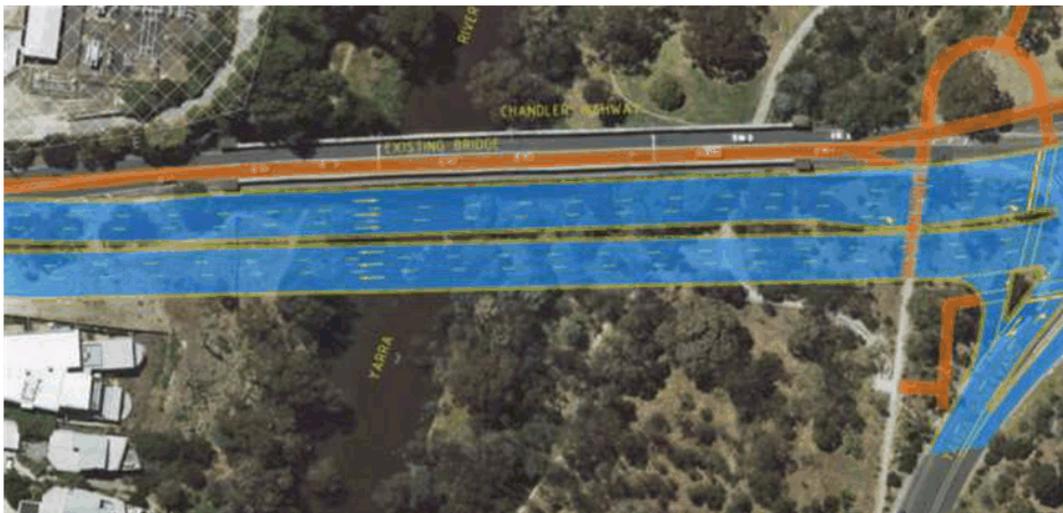


Figure 28: Proposed new bridge alignment in relation to existing bridge (source VicRoads)

Views of the bridges will be impacted from downstream to the extent that most of the old bridge will be obscured from view by the new structure. However, the current views are obscured by vegetation in most locations, so that only glimpses of the existing bridge are apparent. This of course was not always the case, as the area had much less vegetation before current revegetation works were undertaken.

Views from the east side are currently more extensive and less obscured, and these will be minimally impacted by the new bridge, which will appear only as partial views of piers and the underside of girders, through the existing spans. The superstructure of the new bridge will probably not be visible from most positions to the east.

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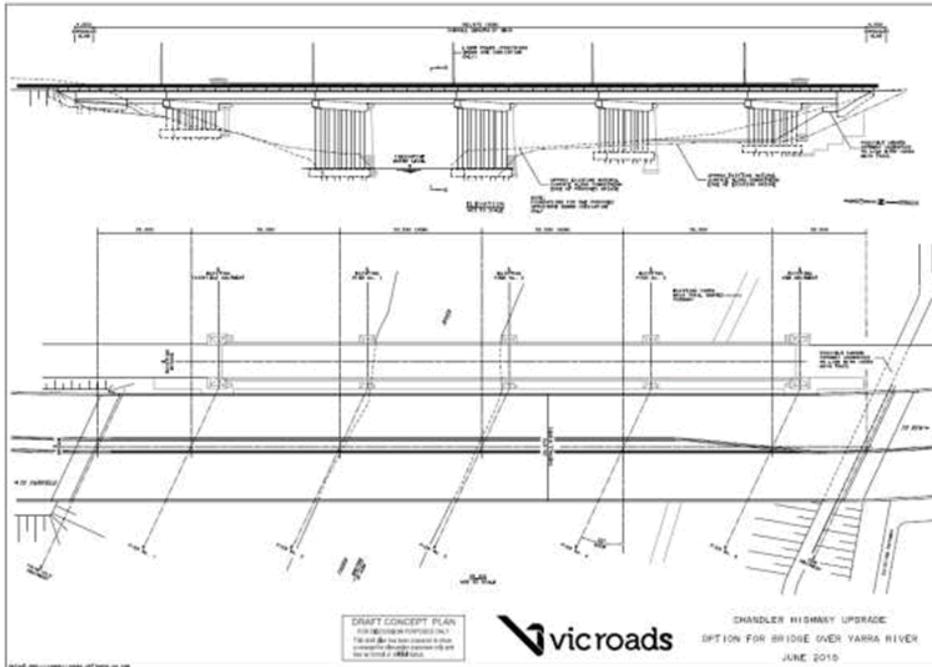


Figure 29: Plan and longitudinal elevation showing relationship between old and new structures (source VicRoads)

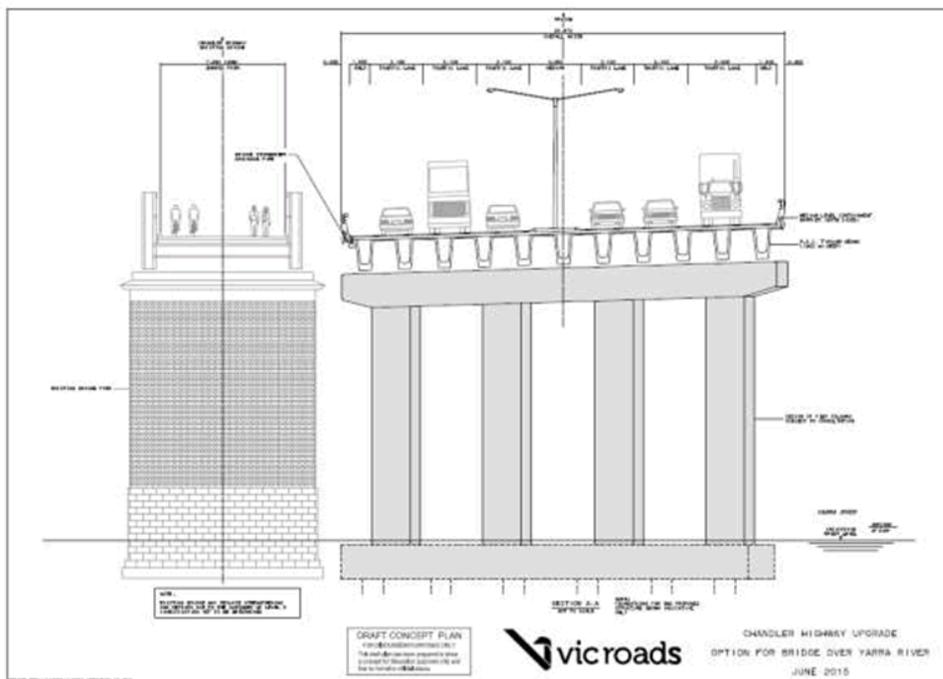


Figure 30: Section through old and new bridges facing south (source VicRoads)

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The detrimental impacts to the existing Chandler Highway bridge will be confined to removal of the walkway and visual impacts primarily from the western side.

VicRoads has indicated that removal of the walkway is necessary due to the limited space within the road reservation between the existing bridge and the western properties, and the requirements for road geometry on the approaches. The walkway itself has previously been modified during the 1950s strengthening works, when the lattice panels were removed, and refitted using welded connectors, rather than the original riveted brackets. The concrete decking was also replaced. The walkway has specific heritage value associated with its forming a part of the original fabric of the bridge and integral to its design. It also has specific historical significance due to its use solely for pedestrians between the closure for the railway, and conversion of the bridge to a roadway.

In 2013/4 VicRoads commissioned a bridge load rating analysis of the Chandler highway bridge, including the pedestrian walkway. This indicated that due to the deterioration of the concrete deck units of the walkway it was recommended that they be demolished and replaced.³⁶

A bluestone lined stormwater channel along the west side of the northern abutment of the bridge will be impacted by the new road and bridgeworks. This drain is almost certainly contemporary with the construction of the bridge and should be considered a contributory part of the fabric, although that said, it is a minor component.

Stone retaining walls on the east side of the northern abutment are likely associated with either garden landscaping for the Former Woodlands Estate, or with retaining walls for works undertaken by the Paper mill in the early 20th century. As such they form a contributory element of the Heritage Overlay place.

Works for maintaining and converting the bridge for pedestrian, cycle and other community uses will not have a substantial impact on the significance, and in some cases will enhance its significance by making it more accessible to the public. Similarly interpretation programs will improve communication of the significance of the bridge. Installation of new structures has the potential to impact significance values, for example by obscuring the views of the bridge structure. These should therefore be carefully managed.

Interpretative programs to enhance the heritage values of the bridge are therefore encouraged. In addition, reuse of the dismantled walkway structure may enhance the bridge. Options may include reuse of lattice fence panels for segregating section of walkway, cycleway and other uses within the bridge, reuse of sections of walkway and lattice fence as part of other walkways in the vicinity, for example paths under the bridge or elsewhere along associated hared paths, or installation of components as part of interpretive displays.

Re-use of the dismantled walkway structure as a walkway structure on the eastern side is not a preferred option for VicRoads. This preference is based on the condition of the concrete deck units, that the adjacent bridge will become a shared use path providing access across the Yarra River, that the re-construction of the dismantled walkway on the eastern side will impact the views from the east as the walkway will appear different than the aesthetic of the main truss, and that the existing walkway structure does not have handrail and guardrails compliant with AS 1428 Design for access and mobility, and would therefore require alteration to be re-used as a walkway.

6.1.1 Evaluation of visual impacts

The views and vistas to and from the Chandler Highway bridge are influenced by the surrounding landscape values, tree cover, land form, and public accessibility. The Yarra River has its own aesthetic and visual characteristics which interrelate with the historic bridge structure. These values are not static, as can be seen

³⁶ Aurecon, 2014, (SN6171) Chandler Highway Bridge over Yarra River, Volume 2 – Bridge Load Rating analysis, Revision 2, report to VicRoads 6 June 2014.

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from a comparison of historic and contemporary photographs of the bridge. Compare for example, the following current view from downstream, with that shown in Figure 9 in the early 20th century.

A number of other views are included below. The principle constraints on the views are the bends in the river, and vegetation. Tree planting since the 1970s has resulted in substantially constrained views from the north-west and south-west (downstream, while the north-east is partly obscured by vegetation. The most substantial and distant views are from the south-east, where the clear flats below the Guide Dog centre, and the elevated ground at their entrance, provide both close up and Distant views to the bridge.

Close vies are available from the paths under the bridge, however, only that on the south side has been formalised, with the path along the north bank west of the bridge evidently crossing private allotments. Redevelopment of the paper mill site will provide further vantages to the bridge from the north-east, as there will be new public areas provided on this part of the river bank.



Figure 31: View from south-east across river flats - compare with Figure 15 (image G Vines)



Figure 32: View from north-east towards bridge (image G Vines)



Figure 33: View from east (upstream) towards the bridge (image G Vines)



Figure 34: View from north-west (downstream) towards the bridge (image G Vines)



Figure 35: View from near the Boulevard on south-west side of bridge (image G Vines)

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6.1.2 Mitigation of impacts

The VicRoads concept design proposes the new bridge structure immediately adjacent to the existing bridge structure. Design constraints related to road geometry, safety, property acquisition, view lines and engineering mean that there are restrictions to the available alignment of the new works. This has been considered in formulating the following mitigation options.

There is potential to reduce the heritage impacts to the railway bridge through design and implementation. Some options for consideration include the following:

- Give priority to preservation of views from the east side of the original bridge.
- Review horizontal clear distance between the existing bridge and the new bridge in liaison with Heritage Victoria and / or City of Yarra.
- Adopt a principle based approach considering project constraints to determine the appropriate horizontal clear distance.
- If possible, realign or reposition the new bridge to avoid need for removal of the walkway.
- Alternatively reuse walkway elements within the pedestrian area of the conserved bridge or an alternative re-use that is identified in the design phase.
- Design and landscape elements to provide separation and screening between old and new works.
- Undertake interpretive programs, including reinstating section of rail track, heritage panels, artwork, etc.
- Provide connection through new paper mill development to bridge utilising alignment as close to that of the original railway as possible

6.2 Amcor Paper Mill, City of Yarra Heritage Overlay HO70

Considerable demolition work has been undertaken in recent months on the paper mill site. This has included demolition of the brick perimeter wall and brick and concrete buildings immediately adjacent to the Chandler Highway Boundary. The 1950s boiler house and 1960s No 6 Machine Room remain. It is understood that planning approval is underway for demolition of the western end of the No 6 Machine Room to accommodate road widening.

Further roadworks for the new bridge approaches are likely to require use of land from the western boundary of the Paper Mill site. As the buildings here have already been removed, there is no specific impact from these works. Roadworks required for the option of a new 6 lane bridge on the western side of the existing bridge will be located further from the boiler house than the present road, as provision will be made for a shared path approach to the old bridge.

The 1954 Boiler House is located within 10 metres of the existing roadway, and so if the new 6 lane bridge were to be constructed on the east side of the existing bridge, this would require the demolition of the boiler house, as there is insufficient space for the appropriate road geometry.

6.3 Aratapu, Rex Avenue HO66

Road works in the vicinity of Aratapu will involve cutting back the existing service road and median and reconstruction of the driveway. It is not intended to remove the palm trees, although large eucalypt trees lining the western side of the existing Chandler Highway to the south of Aratapu will need to be removed.

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Although they have not been identified in previous heritage assessments as having specific cultural significance, and they are not within the Heritage Overlay, the seven Canary Island Date Palm trees are an important part of the landscape of this area and provide a contextual relationship to both the Chandler highway and Aratapu, and so should remain.

6.4 Alameda HO80

Alameda is located a block back from Chandler Highway with a modern development on the intervening block. The house is set back from both Rex Ave, and the river, and so is not visible in the context of either the existing Chandler Highway bridge or likely view lines following construction of the new road and bridge.

6.5 Yarra Bend Park VHI 7922-0142

The Victorian Heritage Inventory listing for Yarra Bend Park VHI 7922-0142, does not identify any specific features or archaeological remains in the vicinity of the proposed Chandler Highway bridge works. The area immediately adjacent to the existing roadway has been extensively modified by recent reconstruction of the Boulevard intersection, tree planting and construction of a walking track and concrete stairs. It is unlikely that there are any specific archaeological values that would be impacted by the proposed works.

A previous archaeological assessment undertaken by TerraCulture in 2013 which noted there was no archaeological evidence in the vicinity of the proposed Chandler Highway upgrade project.

6.6 Fulham Grange Station site VHI 7922-0449/ H7822-0904

There are two separate Victorian Heritage Inventory listings for this site, which once contained station platform and buildings. Currently, there are no specific works intended within this area, although there is future potential for use of the land as part of a shared use path. If works are proposed in the area of the former station and rail yards, appropriate archaeological investigation may be warranted.



7 Management recommendations

It is an offence under *Heritage Act* 1995 to damage or destroy cultural heritage places without a permit or consent from the appropriate body. This section sets out a series of management measures developed in accordance with the requirements of *Heritage Act* 1995 to ensure compliance with the legislation and mitigate risk to the proposed levee construction.

7.1 Recommendations

There are a number of heritage assets within the proposed Chandler Highway upgrade project area. These will require statutory approvals as follows:

- A Planning Permit must be obtained for works within City of Yarra HO67 (Chandler Highway Bridge)
- A Planning Permit must be obtained for works within City of Yarra HO70 (Australian Paper Mills)
- A Consent to Disturb must be obtained if works extend into the Victorian Heritage Inventory places VHI 7922-0142 (Yarra Bend Park Northcote 1) and VHI 7922-0449/ H7822-0904 (Fulham Grange Station site)

While a consent to disturb is required for works in the heritage inventory listed places, it is unlikely that any archaeological remains related to these listed places will be impacted by the project.

The design process for the new bridge crossing and associated roadways should take into account potential impacts to heritage items, and wherever possible avoid, minimise or mitigate these impacts through appropriate design. Possible mitigation measures are provided in section 6.1.2 of this report.

Given previous assessments have determined the Chandler Highway Bridge may meet the threshold for State significance, it may be appropriate for VicRoads to nominate the bridge to the Victorian Heritage Register. If this occurs, then a permit will be required from the Heritage Council, rather than the City of Yarra.



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Appendices– previous heritage citations

The following citations and statements of significance are from the City of Yarra Heritage Review

Chandler Highway Bridge

Statement of Significance

The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra.

History:

The Chandler Highway Bridge was originally part of the controversial Outer Circle Railway line, which linked the Clifton Hill-Heidelberg line with the Springvale line via Fairfield Park and East Camberwell stations. While the line was a long time in the planning it operated only for a relatively short period. Only the APM paper mill siding and the Camberwell to Alamein electrified line survive from the original 10.5 miles of line. Tenders for the construction of the Outer Circle Railway were first called in 1887 and almost a year later a contract was awarded to Graham and Wadick for £125,016, about £14,000 over the estimate. Graham and Wadick's supervising engineer was John Monash, later Sir John Monash.

The contract was completed in May 1891, almost two years after the estimated time of completion and £11,000 over budget. Graham and Wadick sub-contracted the bridgework to engineers, Robison Brothers Campbell & Sloss. The railway bridge over the Yarra River was started in February 1889 but not completed until November 1890, threatening the timing of the whole project. An etching of the period shows the rural banks of the Yarra, with gums and timber fences, littered with building materials and an old timber crane at work in the foreground.

Once complete, the railway was considered the most extravagant ever built by the Government. The first station south of Fairfield Park Station was Fulham Grange which opened in 1891: a double platform station only 25 chains from the last. Severe losses were incurred during the running of the line, and the Fulham Grange station closed in 1893.

Willsmere, East Kew, Deepdene, Shenley, Canterbury Junction, Riversdale, Hartwell, Ashburton, Waverley Road and Oakleigh Stations followed. Other stations were added prior to the total closure of the line in 1927. The line was generally dismantled by 1946, the 1919 siding to the Australian Paper Mills being one of two small sections of line remaining. The bridge was converted to road traffic in 1930, and was reputedly widened in the 1950s using similar construction.

Description:

The Chandler Highway Bridge is a four-span iron box girder and brick bridge crossing the Yarra River, connecting Alphington and Kew. The red brick piers taper as they rise, and have moulded bluestone cappings. Pairs of red brick piers mark the approaches, and have heavy moulded bluestone cappings. The girders are diagonally braced, with original wrought iron lattice balustrading. The bridge has a cantilevered walkway along the west side.

Significance:

The Chandler Highway Bridge is of state historical significance. Constructed in 1891, the bridge is one of the most significant remnants of the Outer Circle Line, the most extravagant railway line developed by the

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



Victorian Government in the 19th century. Construction of the bridge and the railway line is associated with the rapid growth of Melbourne during the Boom period, intended to facilitate suburban expansion. The bridge is also one of the few 19th century bridges remaining in the metropolitan area. The bridge is a local landmark, being substantially intact and a prominent element in the area, notable for its impressive red brick piers.

Description

The Chandler Highway Bridge is a four-span iron box girder and brick bridge crossing the Yarra River, connecting Alphington and Kew. The red brick piers taper as they rise, and have moulded bluestone cappings. Pairs of red brick piers mark the approaches, and have heavy moulded bluestone cappings. The girders are diagonally braced, with original wrought iron lattice balustrading. The bridge has a cantilevered walkway along the west side.

Comparative Examples

Hawthorn Bridge, Bridge Road, Yarra River Richmond/Hawthorn.

Good

Heritage Study Yarra - Northcote Urban Conservation Study, Graeme Butler & Associates, 1982; Yarra - City of Yarra Heritage Review, Allom Lovell & Associates, 1998; Yarra - City of Yarra Review of Heritage Overlay Areas, Graeme Butler & Associates, 2007

Architectural Style Victorian Period (1851-1901)

LGA names YARRA CITY

Alameda

The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra.

History:

The Fulham Grange Two Estate was created from A Klemis' Crown Portion 117, in 1883. William George Harless, a plasterer, purchased the land (part lot 59) and built 5-7 Rex Avenue in 1907. He leased the house almost immediately to Percy and Ada Penn. Percy, a printer, and Ada stayed in the house until 1913, when Harless returned from America and took it for his own use until past 1930. Harold D Harless, an engineer and William's son, later occupied the house.

Description:

53 Rex Avenue, Alphington, is a detached timber Federation attic style house. Characteristic of the style, the house is asymmetrically composed with a Marseilles patterned hipped and gabled roof. An octagonal candle snuffer turret marks the corner, rising above a polygonal bay window. The return verandah is supported on timber posts, with a timber arcaded frieze and carved brackets. Gable ends are half timbered and have fretted brackets. There is an unusual eye-shaped window on the street elevation. The roughcast rendered chimneys are diagonally oriented, and have terracotta chimney pots.

Alterations include the replacement of the casement windows beneath the main gable, replacement of the front door, and concreting of the verandah floor. The timber and woven wire fence and lych gate probably

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



date from the inter-War period. Alongside the fence is a clipped hedge, and behind the house is a mature Norfolk Island pine.

Significance:

5-7 Rex Avenue, Alphington, is of local architectural significance and local historical interest. The house is a good example of the picturesque Federation style, notable for its unusual eye shaped window, decorative timber verandah and octagonal corner turret and bay window. The house is enhanced by its mature garden. The continuous ownership of the house by the Harless family is of interest.

Construction dates 1907,

Hermes Number 103765

Property Number

Physical Description 1

53 Rex Avenue, Alphington, is a detached timber Federation attic style house. Characteristic of the style, the house is asymmetrically composed with a Marseilles patterned hipped and gabled roof. An octagonal candle snuffer turret marks the corner, rising above a polygonal bay window. The return verandah is supported on timber posts, with a timber arcaded frieze and carved brackets. Gable ends are half timbered and have fretted brackets. There is an unusual eye-shaped window on the street elevation. The roughcast rendered chimneys are diagonally oriented, and have terracotta chimney pots.

Alterations include the replacement of the casement windows beneath the main gable, replacement of the front door, and concreting of the verandah floor. The timber and woven wire fence and lych gate probably date from the inter-War period. Alongside the fence is a clipped hedge, and behind the house is a mature Norfolk Island pine.

Aratapu

Aratapu (a.k.a. 1 Chandler Highway)

Location

2 Rex Avenue ALPHINGTON, YARRA CITY

Heritage Overlay Number

HO66

This place/object may also be State heritage listed. Check with the Victorian Heritage Database. For further details, contact the local council or go to Planning Schemes Online.

Level of Significance

Individually Significant

Date Range

1907 -

Integrity

Good

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



Statement of Significance

The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra. History: Aratapu is located within Crown Portion 1 17, purchased by A Klemmis in 1840. In 1883, part of the allotment, then the Perry Brothers' Nursery, was subdivided by surveyor, ... more

Description

Known as 1 Chandler Highway in Clause 43 schedule. Aratapu, 1 Chandler Highway, Alphington, is a single storey, asymmetrical timber villa on a prominent corner site. Its walls are clad in weatherboard, the hipped and gabled roof in corrugated iron. The complex roof plan incorporates a gabled bay to the south elevation and a polygonal corner bay with a corner gable to the south-east. It has terracotta ridge capping and finials and a ventilated gablet at its apex, more

Heritage Study Yarra - Northcote Urban Conservation Study, Graeme Butler & Associates, 1982; Yarra - City of Yarra Heritage Review, Allom Lovell & Associates, 1998; Yarra - City of Yarra Review of Heritage Overlay Areas, Graeme Butler & Associates, 2007

Architectural Style Federation/Edwardian Period (1902-c.1918)

LGA names YARRA CITY

Australian Paper Mill

Address

626 Heidelberg Road

Alphington

Yarra City, VIC, 3078

Construction Period

1954 - None

Architectural Styles

Postwar Period (1945-1965)

Significance

The following wording is from the Allom and Lovell Building Citation, 1998 for the property. Please note that this is a "Building Citation", not a "Statement of Significance". For further information refer to the Building Citation held by the City of Yarra.

History:

The Australian Paper Mills Co. (APM) was established in 1895, originally located on the site of what is now Southbank. The company expanded, with its main mills in Melbourne and Geelong. In August 1918 land for a new board mill was purchased in Fairfield, comprising 23 acres (9.3 hectares), which had the advantages of river frontage and proximity to the railway line. The site, previously a part of the Woodlands Estate, cost £14,800. Construction on the building began in 1919, taking two years and using 1,200,000 bricks. The building was opened by the Chief Justice of Victoria, Sir William Irvine, on 31 August 1921.

Attachment 1 - Chandler Highway Upgrade Heritage Impact Statement



The General Manager of APM, Robert Gray, travelled to America to purchase equipment for the new factory, which was able to manufacture paperboard of 244cm in width at a speed of 150 feet (460 metres) a minute. The completed factory manufactured container board, ticket board, manila, chip board and varieties of wood pulp board.

The Boiler House-built to contain boilers and turbines-was constructed in 1954. The building was designed by Mussen, Mackay & Potter: Mackay was the architect, whilst Mussen and Potter were the engineers. Norman Mussen was the son of Gerald Mussen, a financial journalist and a consultant to Amalgamated Zinc (Development Bavays) Ltd (AZ Ltd), who was involved in APM's moves to establish eucalyptus plantations for pulp in Tasmania in the 1930s.

The curtain walling cladding the five-storey building is one of the earliest examples of the technique known in Victoria. The earliest buildings incorporating curtain walling were the Cheseborough building in Clayton (Hugh Peck & Associates; 1953), which had a curtain walled staircase; the Shell Refinery, Corio (Buchan Laird & Buchan; 1953), which had a two storey curtain wall; Wilson Hall at the University of Melbourne (Bates Smart & McCutcheon; 1953); the administration block for Kirstall-Repco at Clayton (Hassell & McConnell; 1954); and the Coring Implements factory (Frank Heath; 1954).

Description:

The APM Boiler House is a large curtain-walled building approximately square in plan, rising to a height of five storeys. The panes of glass are vertical in proportion, and have metal frames. At the upper level of the west facade are a pair of loading doors beneath a cantilevered block and tackle hoisting beam. Rising above the building is a large circular flue, attached to the building at the south end is a cream brick services core.

Significance:

The Australian Paper Mills Boiler House is of state technological and architectural significance. The building employs one of earliest known examples of curtain walling in Melbourne, and is distinguished by the extent of the curtain walling, which is equivalent in height to a four or five storey building.

URL:http://vhd.heritage.vic.gov.au/vhd/heritagevic#detail_places;103746

Attachment 2 - Executive Director Recommendation to the Heritage Council

**ASSESSMENT OF CULTURAL
HERITAGE SIGNIFICANCE AND
EXECUTIVE DIRECTOR
RECOMMENDATION TO THE
HERITAGE COUNCIL**



NAME	CHANDLER HIGHWAY BRIDGE
LOCATION	CHANDLER HIGHWAY ALPHINGTON AND CHANDLER HIGHWAY KEW, YARRA CITY, BOROONDARA CITY
VHR NUMBER:	PROV H2354
CATEGORY:	HERITAGE PLACE
HERITAGE OVERLAY	NORTHERN PART OF BRIDGE (YARRA CITY, HO67) SOUTHERN PART OF BRIDGE (CITY OF BOROONDARA, not in HO)
FILE NUMBER:	FOL/15/48241
HERMES NUMBER:	3861



EXECUTIVE DIRECTOR RECOMMENDATION TO THE HERITAGE COUNCIL:

- That the Chandler Highway Bridge be included as a Heritage Place in the Victorian Heritage Register under the *Heritage Act 1995* [Section 32 (1)(a)].

A handwritten signature in black ink that reads "Timothy Smith".

TIM SMITH
Executive Director

Recommendation Date: 11 March 2016

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council

BACKGROUND TO NOMINATION

A nomination has been received in response to VicRoad's plan to widen the Chandler Highway between Heidelberg Road and south of Yarra Boulevard.

EXTENT OF NOMINATION

The extent of the nomination includes the existing Chandler Highway Bridge between the four masonry pillars plus a curtilage around it, as shown in the diagram provided with this nomination (below).



Name: Chandler Highway Bridge
Hermes Number: 3861

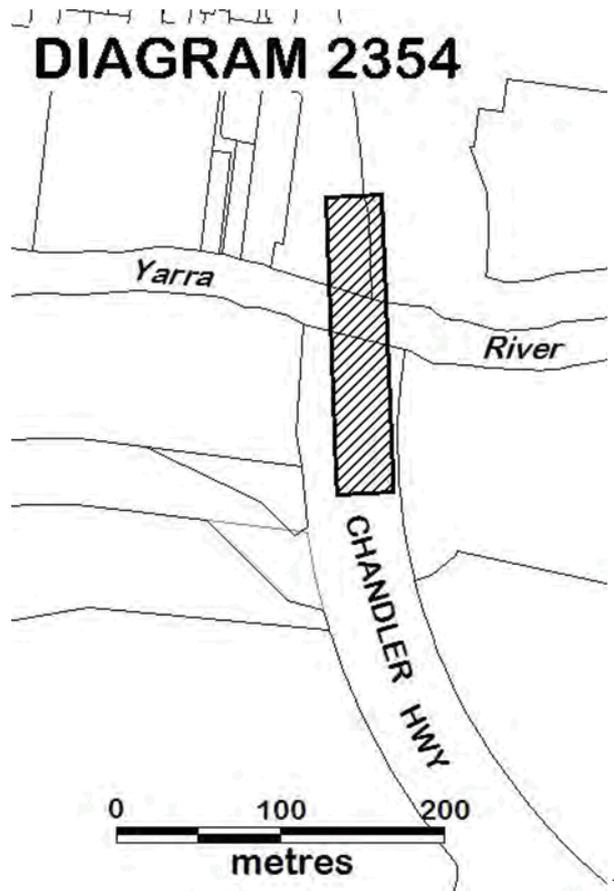
Page | 2

Attachment 2 - Executive Director Recommendation to the Heritage Council

RECOMMENDED REGISTRATION

DRAFT ONLY: NOT ENDORSED BY THE HERITAGE COUNCIL

All of the place shown hatched on Diagram 2354 encompassing part of the reserves for the Yarra River and the Chandler Highway and part of Lots 1 and 2 on Title Plan 895779 to the extent of 10 metres from the outer faces of the bridge pylons to the East and West and 20 metres to the North and South.



The extent of registration of the Chandler Highway Bridge in the Victorian Heritage Register (VHR) affects the whole place shown on Diagram 2354 including all the land, buildings and the cantilevered walkway.

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council

AERIAL PHOTO OF THE PLACE SHOWING PROPOSED REGISTRATION



Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council

STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

DRAFT ONLY: NOT ENDORSED BY THE HERITAGE COUNCIL

WHAT IS SIGNIFICANT?

The Chandler Highway Bridge, a 137 metre wrought iron lattice-truss girder bridge with four spans supported on red brick piers with moulded bluestone cappings. The bridge has a cantilevered walkway along the west side.

History Summary

The Chandler Highway Bridge crosses the Yarra River and connects Alphington and Kew. It was completed in November 1890 as part of the Outer Circle Railway Line. Opening in March 1891, this steam-era suburban railway line of 16.6 kms ran from Fairfield to East Camberwell and then south along the current Alamein line to Oakleigh. By 1893 sections of the railway had closed down, including the Fairfield Park (later Fairfield) to Riversdale Line which incorporated the Chandler Highway Bridge. By 1897 the entire Outer Circle Railway Line was out of service. The project attracted much public controversy for government mismanagement and overspending, and was widely seen as a failure with much of the infrastructure becoming redundant. The Chandler Highway Bridge remained open to pedestrian traffic until 1930 when the railway line from the Bridge to Princess Street was dismantled. Chandler Highway Bridge was converted to accommodate vehicular traffic in 1930 and became part of the road known as the Chandler Highway. It remains in use for vehicular traffic and forms part of one of Melbourne's major arterial roads.

Description Summary

The Chandler Highway Bridge is 137 metres in length with two through-type, wrought iron lattice-truss girders over four spans of about 35 metres each. This is supported on red brick piers with moulded bluestone cappings. Three of the four spans are over a wide floodway either side of the river channel. The girders are diagonally braced with original wrought iron lattice balustrading. The bridge has a cantilevered walkway along the west side.

This site is part of the traditional land of the Wurundjeri people.

HOW IS IT SIGNIFICANT?

The Chandler Highway Bridge is of historical 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 B

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

Attachment 2 - Executive Director Recommendation to the Heritage Council

WHY IS IT SIGNIFICANT?

Completed in 1890 the Chandler Highway Bridge is of historical significance as the most substantial extant engineering remnant of the Outer Circle Railway Line, the most ambitious suburban line developed by the Victorian Government in the nineteenth century. The Outer Circle Railway Line was authorised during the building boom of the 1880s when Victoria's program of railway construction was at its height, and is associated with the rapid growth of Melbourne and its suburbs at this time. The Chandler Highway Bridge was only in use as a rail bridge between 1891 and 1893, and became a symbol of the failure of the Outer Circle Railway Line, which ceased in 1897 due to government mismanagement and the effects of the 1890s economic depression. The Chandler Highway Bridge was a well-known folly in Melbourne for thirty-seven years, and was converted and brought back into use as a road bridge in 1930. Its adaptive reuse demonstrates the re-conceptualisation of Melbourne's arterial road network in the city's first strategic plan of 1929. [Criterion A]

The Chandler Highway Bridge is a lattice truss bridge, a type which is uncommon in Victoria. Apart from some railway footbridges, the lattice truss bridge form is only represented in Victoria by three earlier bridge trusses imported from Britain (the Hawthorn Bridge (1861) (VHR H0050), Mia Mia/Redesdale Bridge (1868) (VHR H1419), and the Bell Street Bridge, Coburg (1880). The particular design of the Chandler Highway Bridge represents a transitional stage between these earlier lattice truss bridges and the more mathematically derived open web trusses at the turn of the twentieth century. The Chandler Highway Bridge is an outstanding and pivotal example of the lattice truss bridge form. [Criterion B]

The Chandler Highway Bridge is also significant for the following reasons, but not at the State level:

The bridge was named after AE Chandler, Minister for Public Works (1928-1929). As a young engineer aged in his early twenties, John Monash was the supervising engineer for the contractors on the railway works. The Chandler Highway Bridge is a local landmark notable for its visually impressive red brick piers. The immediate area below the bridge and in this vicinity forms part of a relatively naturalistic landscape formed by the Yarra Flood Plain and dominated by regenerating native vegetation.

Attachment 2 - Executive Director Recommendation to the Heritage Council

RECOMMENDATION REASONS

REASONS FOR RECOMMENDING INCLUSION IN THE VICTORIAN HERITAGE REGISTER (VHR) [s.34A(2)]

Following is the Executive Director's assessment of the place against the tests set out in *The Victorian Heritage Register Criteria and Thresholds Guidelines (2014)*.

CRITERION A

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

STEP 1: A BASIC TEST FOR SATISFYING CRITERION A

The place/object has a *CLEAR ASSOCIATION* with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history.

Plus

The association of the place/object to the event, phase, etc *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources or oral history.

Plus

The *EVENT, PHASE, etc* is of *HISTORICAL IMPORTANCE*, having made a strong or influential contribution to Victoria.

Executive Director's Response

- The Chandler Highway Bridge was built as part of the Outer Circle Railway Line which has a clear association with the expansion of Melbourne's suburban rail network from the late nineteenth century which facilitated the growth of Melbourne and its suburbs.
- The Chandler Highway Bridge was authorised during the 1880s economic boom but was only in use between 1891 and 1893, becoming a symbol of the failure of the Outer Circle Railway Line.
- Its adaptive reuse as a road bridge from 1930 demonstrates the re-conceptualisation of Melbourne's arterial road network in the city's first strategic plan of 1929.
- This association of the Chandler Highway Bridge with Victoria's ambitious program of railway construction during the 1880s boom and the 'bust' of the 1890s depression, and the development of Melbourne's arterial road network is evident in the physical fabric of the Chandler Highway Bridge and documentary resources.
- The Victorian Government's program of rail and road construction from the 1880s made strong and influential contribution to the state.

Criterion A is likely to be satisfied.

STEP 2: A BASIC TEST FOR DETERMINING STATE LEVEL SIGNIFICANCE FOR CRITERION A

The place/object allows the clear association with the event, phase etc. of historical importance to be *UNDERSTOOD BETTER THAN MOST OTHER PLACES OR OBJECTS IN VICTORIA WITH SUBSTANTIALLY THE SAME ASSOCIATION*.

Executive Director's Response

- The Chandler Highway Bridge is the most substantial extant engineering remnant of the Outer Circle Railway Line.
- The Chandler Highway Bridge allows the clear association with Victoria's ambitious program of railway construction authorised during the 1880s boom, and the effects of the 'bust' of the 1890s depression to be understood better than most other places or objects in Victoria with substantially the same association.
- There is currently no registration associated with the Outer Circle Railway line in the VHR.

Criterion A is likely to be satisfied at the State level.

Attachment 2 - Executive Director Recommendation to the Heritage Council

CRITERION B

Possession of uncommon, rare or endangered aspects of Victoria’s cultural history.

STEP 1: A BASIC TEST FOR SATISFYING CRITERION B

The place/object has a *clear ASSOCIATION* with an event, phase, period, process, function, movement, custom or way of life of importance in Victoria’s cultural history.

Plus

The association of the place/object to the event, phase, etc *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources or oral history.

Plus

The place/object is *RARE OR UNCOMMON*, being one of a small number of places/objects remaining that demonstrates the important event, phase etc.
 OR
 The place/object is *RARE OR UNCOMMON*, containing unusual features of note that were not widely replicated
 OR
 The existence of the *class* of place/object that demonstrates the important event, phase etc is *ENDANGERED* to the point of rarity due to threats and pressures on such places/objects.

Executive Director’s Response

- The Chandler Highway Bridge has a clear association with the lattice truss bridge type.
- This association is evident in the physical fabric and documentary resources.
- The Chandler Highway Bridge is an example of an uncommon bridge type, the lattice truss bridge.

Criterion B is likely to be satisfied.

STEP 2: A BASIC TEST FOR DETERMINING STATE LEVEL SIGNIFICANCE FOR CRITERION B

The place/object is *RARE, UNCOMMON OR ENDANGERED* within Victoria.

Executive Director’s Response

- The Chandler Highway Bridge is an example of an uncommon bridge type (lattice truss bridges) in Victoria.
- Apart from some railway footbridges, the lattice truss bridge form is only represented in Victoria by three earlier bridge trusses imported from Britain (the Hawthorn Bridge (1861) (VHR H0050), Mia Mia/Redesdale Bridge (1868) (VHR H1419) and the Bell Street Bridge (1880).
- The design of the Chandler Highway Bridge represents a transitional stage between the earlier lattice truss bridges of the 1860s-80s and the more mathematically derived open web trusses at the turn of the twentieth century.
- The Chandler Highway Bridge is an outstanding and pivotal example of the lattice truss bridge form.

Criterion B is likely to be satisfied at the State level.

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PROPOSED PERMIT POLICY

DRAFT ONLY – NOT YET APPROVED BY THE HERITAGE COUNCIL

Preamble

The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

The extent of registration of the Chandler Highway Bridge in the Victorian Heritage Register affects the whole place shown on Diagram 2354 including the land, all buildings, roads and other features. This includes the cantilevered walkway. Under the *Heritage Act 1995* a person must not remove or demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a **permit exemption** is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.42 of the Heritage Act) or after registration (under s.66 of the Heritage Act).

It should be noted that the addition of new buildings to the registered place, as well as alterations, requires a permit, unless a specific permit exemption is granted.

Conservation management plans

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

Aboriginal cultural heritage

- Under the *Heritage Act 1995* permits are required for any works or activities which alter the place or object, unless a permit exemption is granted. This applies to all parts of the registered place including fabric associated with Aboriginal and non-Aboriginal cultural heritage values.
- If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact the Office of Aboriginal Affairs Victoria to ascertain any requirements under the *Aboriginal Heritage Act 2006*.
- If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact the Office of Aboriginal Affairs Victoria to ascertain requirements under the *Aboriginal Heritage Act 2006*.

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- If this place is registered under both the *Heritage Act 1995* and the *Aboriginal Heritage Act 2006* the requirements of both Acts need to be met. To establish whether this place is registered under the *Aboriginal Heritage Act 2006* please contact the Office of Aboriginal Affairs Victoria.
- The *Heritage Act 1995* and the *Aboriginal Heritage Act 2006* are separate pieces of legislation. Please be aware that satisfying the requirements of one Act may not satisfy the requirements of the other.

Other approvals

Please be aware that approval from other authorities (such as local government) may be required to undertake works.

Archaeology

Ground disturbance may affect the archaeological significance of the place and, subject to the exemptions stated in this document, requires a permit. Under the terms of the *Heritage Act 1995* (see section 127), it is an offence to disturb any historical archaeological site in Victoria, unless Consent has been obtained from the Executive Director. This is a requirement for all historical archaeological sites in the state, regardless of whether they are included in any statutory listing.

Cultural heritage significance

Overview of significance

The cultural heritage significance of the Chandler Highway Bridge lies in its rarity as a lattice truss bridge and its historical importance as one of the last surviving remnant of Melbourne's Outer Circle Railway.

PROPOSED PERMIT EXEMPTIONS (UNDER SECTION 42 OF THE HERITAGE ACT)

DRAFT ONLY – NOT YET APPROVED BY THE HERITAGE COUNCIL – RECOMMENDED UNDER SECTION 33 OF THE HERITAGE ACT

It should be noted that Permit Exemptions can be granted at the time of registration (under s.42(4) of the Heritage Act). Permit Exemptions can also be applied for and granted after registration (under s.66 of the Heritage Act)

General Condition 1

All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Condition 2

Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

General Condition 3

All works should be informed by Conservation Management Plans prepared for the place. 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.

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General Condition 4

Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

General Condition 5

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Permit Exemptions

Landscape Exemptions:

- The process of gardening, including mowing, hedge clipping, disease and weed control, and maintenance to care for existing plants.
- Pruning, lopping or removal of trees and vegetation.
- Planting of trees and vegetation.
- Subsurface works involving the installation, removal or replacement of watering and drainage systems or services on the condition that works do not impact on archaeological features or deposits
- Removal of plants listed as noxious weeds in the *Catchment and Land Protection Act 1994*.
- Vegetation protection and management of possums and vermin.

Specific Exemptions:

- Emergency and safety works to secure the site and prevent damage and injury to property and the public. Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional.
- Emergency stabilisation (including propping) necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk.
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place.
- Inspection, repair and maintenance of structural elements, including bridge abutments, piers, concrete members and metallic members such as the trusses, in a manner that does not have a negative impact on the cultural heritage significance of the place.
- Inspection, repair, operation and maintenance of the road and public transport infrastructure, in a manner that does not have a negative impact on the cultural heritage significance of the place.
- Inspection, repair and maintenance of fixtures, including handrails, chairs, drainage, lighting and signage, in a manner that does not have a negative impact on the cultural heritage significance of the place.
- Inspection, repair, operation and maintenance of services, including electricity, lighting, telecommunications, drainage, sewerage and water in a manner that does not have a negative impact on the cultural heritage significance of the place.
- Temporary works that do not affect the cultural heritage significance of the place, such as the placement of traffic management signage, in a manner that does not have a negative impact on the cultural heritage significance of the place.

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RELEVANT INFORMATION

LOCAL GOVERNMENT AUTHORITY

Northern part of bridge – City of Yarra
Southern part of the bridge – City of Boroondara

HERITAGE LISTING INFORMATION

- **Heritage Overlay:**

Northern part of bridge
City of Yarra, HO67 Individual Overlay.

Southern part of bridge
City of Boroondara, No Heritage Overlay.
- **Heritage Overlay Controls:**

External Paint: Yes
Internal Alteration: No
Tree: No
- **Victorian Aboriginal Heritage Register:** No
- **Other listing:**

National Trust Bridges Database as Reg. No. 4361
VicRoads Structure ID. SN6171.

Comments:

Throughout its 125 year history, this bridge has been known by the following names: Yarra River Bridge, Outer Circle Railway Bridge, Fairfield Bridge, Fairfield Railway Bridge, Chandler Bridge, and Chandler Highway Bridge.

HISTORY

Construction of the Outer Circle Railway Line and Yarra River Rail Bridge (later the Chandler Highway Bridge)

On 12 December 1884 the construction of Melbourne’s Outer Circle Railway Line was approved under the 1884 *Railway Construction Act* which authorised sixty-two new railway lines in Victoria. It was conceived during the 1860s and 1870s at a time when most of Melbourne’s railways were privately operated. The Outer Circle Railway (built to the north east of Melbourne) was designed to link the Gippsland Railway to the inner eastern suburban railway system, and then to Flinders Street Station, Spencer Street Station and Good Yards such as the Newmarket Saleyards. The Outer Circle Railway was built to carry passenger trains as well as livestock, firewood and other freight. It was hoped that the railway would stimulate residential development in suburban Melbourne which had been rapidly growing in population from the 1870s.

The Victorian Government contract for construction of the line was let to builders Graham & Wadick on 13 April 1888 and the line was opened in March 1891 having cost £297,361 to build. The Yarra River Bridge (later known as the Chandler Highway Bridge) cost £23,000. There were other bridges built on the line including the 'Black Bridge' spanning Gardiner's Creek (a single line rail timber trestle bridge, now demolished) and the Canterbury Road Bridge over the rail line to the south of the former Shenley station. The railway line and its bridges were designed by the Engineer-in-Chief’s Branch of the Victorian Railways, under Engineer-in-Chief Robert Watson. Graham and Wadick, employed a young engineer, John Monash as supervising engineer on the project. Monash was twenty-two years old when appointed.

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The Chandler Highway Bridge was designed to carry two railway tracks but only one was laid down. During the construction process, the original design was modified to provide an pedestrian walkway, cantilevered from the western side of the bridge trusses. The design of the bridge reflected the conservative nature of the railways – for example their reluctance to use concrete, and their insistence of simply supported rather than continuous span bridges.

The Victorian Government spared no expense on the Outer Circle Railway Line and it was viewed by many as extravagant. Upon completion in 1891, it was 16.6 km in length and had 11 stations all provided with twin platforms and crossing loops. It ran off the Gippsland Railway at Hughesdale (near Oakleigh), went through Ashburton and Camberwell, then entered Kew at Burke Road about 500 metres north of Cotham Road, travelling generally north-west to cross the Yarra River near Fairfield. From there it joined the Heidelberg and Eltham Railway, and ran via a junction at Rushall, on to the Inner Circle Railway through north Fitzroy and North Carlton, to connect with the Coburg line in Royal Park, near the Zoo. Between Fairfield Park (later Fairfield) and Riversdale Stations, a single steam locomotive ran up and down the line during the day, crossing the Chandler Highway Bridge on its route.

Closure Yarra River Rail Bridge (later the Chandler Highway Bridge) and Failure of the Outer Circle Railway Line

Despite the impressive Government investment in the Outer Circle Railway Line, it was ultimately a grand failure. By 1885 it was claimed that two parliamentarians who helped approve the line, FE Beaver and James Munro, purchased land adjoining the new railway. Public controversy ensued over land speculation, the design of the line and excessive government spending. There was a lack of patronage and in 1893 the Fairfield Park to Riversdale section of Outer Circle Railway Line (including the Chandler Highway Bridge) closed. Sections of the Outer Circle Railway Line were progressively shut down until the whole line closed in 1897. Ultimately the line never carried Gippsland traffic because the Oakleigh to Sale (Gippsland) railway line had already opened by 1878, but this did not appear to have deterred those who planned the Outer Circle Railway. The aim of boosting suburban growth stalled when the 1890s depression saw home building all but cease, and many land speculators who purchased property along the line lost their money. The history of the Outer Circle Railway Line typifies the optimism of the 1880s boom and expansion of buildings and infrastructure in Victoria, and the subsequent impact of the 1890s economic depression in Melbourne.

During the following years and decades, sections of the Outer Circle Railway Line opened and closed. Passenger services on the section from Riversdale to Deepdene were resumed in May 1900, with the 'Deepdene Dasher', a small steam hauled train which ran between Deepdene and Ashburton. The early 1920s saw the electrification of Melbourne's train lines. An electric train from Camberwell took over the trip to Ashburton and the northern section steam passenger trains operated only between Deepdene and Riversdale with passengers for Melbourne changing at East Camberwell. The last steam-hauled Deepdene Dasher ran on 15 August 1926 and was replaced by two railmotors coupled back to back. On 10 October 1927 the train was replaced by a bus service between East Camberwell and Deepdene, extending in 1929 to East Kew. The Deepdene Dasher was the last passenger steam train in suburban Melbourne. By the 1920s Melbourne's electric tram system was operational and became a preferred form of transport in the eastern suburbs because of its frequency of service, speed and routes past local shopping strips and into the employment areas of inner Melbourne.

Reopening of Chandler Highway Bridge as a Road Bridge

The northern section of the Outer Circle Railway from Riversdale to Fairfield Park (which included the Chandler Highway Bridge) was officially closed on 12 April 1893. The Bridge was to lie idle for most of the following 37 years (to 1930) except for the occasional use by pedestrians wishing to cross from Fairfield to Studley Park. A short section of the line on the northern side of the river was reopened in 1919 from

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Fairfield Park for goods traffic to the Fairfield Paper Mill (later Australian Paper Mills) and this portion closed in the mid-1990s, though the tracks could still be seen cutting diagonally across Heidelberg Road-Chandler Highway intersection for some years. The railway is no longer evident between Heidelberg Road and Princes street due to widening for the freeway overpass.

The Chandler Highway Bridge was converted from rail to road use in 1930 after the Public Works Department, Board of Land & Works, the Metropolitan Board of Works, and the five councils struck an agreement in November 1929. Works involved the forming and sealing of new approach roads and the laying of 60,000 super-feet of new timber decking on the bridge. A building that was formerly part of the Kew Asylum was demolished as part of the project, allowing the alignment of the southern approach road from the intersection with Princes Street, Kew, to be straightened. Works were completed and the bridge opened for traffic in June 1930.

In September 1930 the new section of road was named the 'Chandler Highway' and the bridge was renamed 'Chandler Bridge', in recognition of the role played by A.E. Chandler (1873-1935) in bringing the project to fruition. During the mid-1930s the Chandler Highway was integrated conceptually into the northern end of the Yarra Boulevard, constructed by unemployed sustenance labour, and hundreds of Lombardy poplars were planted along the route as part of a beautification scheme in preparation for the Centenary of Melbourne in 1935. The Chandler Highway is part of Melbourne's arterial main road network which had its genesis in the *Plan of general development, Melbourne: report of the Metropolitan Town Planning Commission* of 1929 (see pages 79-80).

The Chandler Highway was originally planned to continue east along the former rail corridor to where Earl, Asquith and Valerie Streets intersect. The highway was to end at High Street in East Kew, and although the route is still listed as a 'proposed arterial' in older editions of the Melway street directory, the reserve has been landscaped. At the interchange with the Eastern Freeway, there are visible pavements reserved for smooth (elevated) entry/exit ramps to be constructed. These proposals are illustrated in the early eighties editions of the Melway directory. The 1969 Melbourne Transportation Plan shows the Chandler Highway as part of the F6 Freeway corridor which would eventually link up to the Mornington Peninsula Freeway. The Chandler Highway is less than 2 kilometres in length, leading to its claim as 'the shortest highway in the world'.

1955-56 Bridge Works

By 1951, the Chandler Bridge was described as being 'dangerously out of repair' and claimed to be 'one of the worst stretches of pot holes in the metropolitan area' being pounded by almost 4,000 vehicles a day, including 1,200 trucks and buses. The bridge was subsequently strengthened in 1955-56 by the Country Roads Board when much of the deck was renovated and this may also be the date for the welding reinforcement of the horizontal chords of the trusses. It has been claimed the bridge was widened in the 1950s, but this cannot be substantiated. The strengthening works that were carried out in the 1950s involved welding up the truss work, installing additional gusset and brace plates, and adding welded box sections to the upper chords of the trusses, which extend for about a third of the length of the chords in the mid-section. A small cabin was erected on top of the north-west pillar of the bridge around this time – its function is uncertain, but it appears to be related to the strengthening works – perhaps to assist with traffic control as the bridge was retained in use during the works.

Present day

Today the Chandler Highway Bridge carries an average of 44,000 vehicles per day. On the north side of the Bridge, the former railway alignment can be traced through the former Australian Paper Mill (Amcor) works where tracks from the siding remain, and across Heidelberg Road to the junction with the Hurstbridge rail line (the section crossing the road has now been removed). The only operational rail section of the Outer Circle Railway Line that remains today is the Alamein Line. Extant infrastructure include a number of road

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over rail bridges, various platform mounds, cuttings, embankments and archaeological features, and the remains of a timber pylon from the 'Black Bridge' a railway bridge spanning Gardiner's Creek (now demolished). Some of the Outer Circle Railway Line is now a linear park with cycle tracks (including the Anniversary Bike Trail) and there has been some heritage interpretation of remnant elements.

Timeline

Date	Event
1884	<i>Railway Construction Act</i>
1887	Tenders called – Construction of the Outer Circle Railway Line
1888	Construction commences – Outer Circle Railway Line
February 1889	Construction commences – Yarra River Bridge
November 1890	Construction complete – Yarra River Bridge
March 1891	Opened – Outer Circle Railway Line
12 April 1893	Closed – Fairfield Park to Riversdale Line section of Outer Circle Railway Line (includes the Yarra River Bridge)
1895	Closed – Oakleigh to Ashburton section of Outer Circle Railway Line
1897	Closed – Whole of Outer Circle Railway Line close when trains stopped running between Ashburton and Camberwell
1898	Reopened – Ashburton to Camberwell
1900	Reopened – Riversdale to Deepdene (the 'Deepdene Dasher')
1919	Reopened – Line from Fairfield Park to APM (Australian Paper Mill) for goods traffic.
1927	Closed – Last remaining sections of Outer Circle Railway Line (Deepdene to Ashburton) and buses replace trains.
1930	Dismantled – Railway Line from the Chandler Bridge to Princess Street Kew and bridge became used by vehicular traffic.
1946	Dismantled – Outer Circle Railway Line.
Mid-1990s	Closed – Line between Fairfield Park and APM (Australian Paper Mill) for goods traffic.

CONSTRUCTION DETAILS

Architect name: Robert Watson (Engineer)

Builder name: Graham & Wadick

Construction started date: 1889

Construction ended date: 1890

VICTORIAN HISTORICAL THEMES

03 Connecting Victorians by transport and communications

3.3 Linking Victorians by rail

3.4 Linking Victorians by road in the 20th century

06 Building towns, cities and the garden state

6.3 Shaping the suburbs

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PHYSICAL DESCRIPTION

The Chandler Highway Bridge has an overall length of 450 feet (137 metres), with two wrought iron through-type, lattice-truss girders over four spans of about 110 feet each (35.2, 33.5, 33.5 and 35.2 metres), supported on brick and bluestone piers. Three of the four spans are over a wide floodway, either side of the river channel, the bridge evidently having been designed to accommodate the large floods experienced on the River in the mid to late nineteenth century.

The trusses are formed from paired sets of double 'x' webs of rolled metal angle diagonals between top and bottom chords. Unlike earlier lattice bridges, the trusses on this bridge are simply supported, rather than continuous. End frames at each pier are built up from angle and plate and have lattice cross bracing between the webs. Riveted plate cross girders sit in the V of the diagonals at the bottom of the trusses. Originally timber decking was bolted to the cross girders, with ballast and sleepers laid over this. When converted to road use the deck was re-laid in timber, with an additional cross-planked layer sealed with bitumen. When refurbished in the 1950s, the timber deck was lifted (half the road width and two spans at a time) and precast reinforced concrete panels were installed over the cross girders. Concrete slabs were also used to replace the footway.

The original bridge design was modified during construction to incorporate a footway on the outside of the downstream girder, supported by a cantilevered extension of the cross girders. A riveted lattice guard fence was provided, which extends out around the abutment pilasters. The piers and abutments are of brick, with ashlar bluestone used for the plinth, capping stones and a cornice running around the abutments at deck level. Similarly smooth faced bluestone is used for the tops of the three piers and the bearing sill of the abutments. Brickwork is of a high standard in English Bond (alternating header and stretcher courses).

The works to refurbish the bridge in 1955-56 included welded reinforcing of horizontal spans of the trusses, as well as the addition of extra plates to strengthen individual members and a segmented box section welded to the horizontal chords to add additional buckling resistance. The original truss elements are wrought iron, and the strengthening works have been undertaken with mild steel.

OBJECTS AND INTERIORS

NA

LANDSCAPES, TREES & GARDENS

The area below the bridge and in this vicinity forms part of a relatively naturalistic landscape formed by the Yarra Flood Plain and dominated by regenerating native vegetation.

ARCHAEOLOGY

NA

INTEGRITY/INTACTNESS

Intactness

The bridge is relatively intact, with the major original structural elements well preserved. Changes include the replacement of the former timber deck (ballasted for the railway) with concrete panels, and the

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introduction of new welded elements. The lattice fenced, cantilevered walkway on the west side is considered original to the initial construction of the bridge, although like the main roadway, the former timber deck has been replaced with reinforced concrete panels. Welded pipe and 'Cyclone' chain link fence panels have been installed on the inner faces of the main trusses. (February 2016)

Integrity

The bridge demonstrates good integrity. Much of the deck was renovated 1955-56 and this may also be the date for the welding reinforcement of the horizontal chords of the trusses. It has been claimed the bridge was widened in the 1950s, but this cannot be substantiated. The strengthening works that were carried out in the 1950s involved welding up the truss work, installing additional gusset and brace plates, and adding welded box sections to the upper chords of the trusses, which extend for about a third of the length of the chords in the mid-section. (February 2016)

CONDITION

The place is in very good condition (February 2016).

COMPARISONS

Metal bridges in Victoria

There are around 2,010 metal bridges in Victoria of many different types, including lattice truss bridges.

Lattice truss bridges

Lattice truss bridges are composed of diagonal members forming a lattice which takes the weight and the forces of the bridge deck. The Chandler Highway Bridge is one of a small number of metal lattice truss bridges surviving in Victoria. In Australia, lattice bridges were an imported British bridge technology that formed the dominant group of major metal road bridges from the 1860s to 1880s (originally eighteen in New South Wales and ten in Victoria). Apart from some railway footbridges, the only other lattice truss bridges of iron or steel construction in Victoria are the following:

Hawthorn Bridge (1861) (VHR H0050)

The Hawthorn Bridge is of historical significance as the earliest surviving major metal bridge in Victoria, the oldest surviving truss bridge in Australia and the oldest surviving bridge spanning the Yarra River. It is the first metal truss or lattice girder bridge in Victoria. Imported from England, it opened in 1861 to connect Richmond and Hawthorn across the Yarra River via Bridge Road. In this instance the road deck sits on top of the lattice truss.



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Mia Mia/Redesdale Bridge (1868) (VHR H1419)

The Mia Mia/Redesdale Bridge is of significance as a rare example of an iron lattice triple through truss bridge with stiffening paired arches. The bridge, imported from England, is one of the oldest surviving metal truss bridges in Victoria and is an important illustration of early iron bridge construction techniques. It uses older lattice girders intended for the Hawthorn Railway Bridge. In this instance the road runs through the lattice truss.



Bell Street Bridge, Coburg (1880) (Not in the VHR)

Bell Street Bridge is a complex composite bridge reflecting three separate stages of construction in the 1880s, 1940s and 1960s. In 1880 bridge consisted of a wrought iron, single span bridge on basalt pylons. The lattice trusses most probably came from the Cremorne Railway Bridge (demolished). The bridge was rebuilt in 1954, but parts of the basalt footings and abutments remain. In this instance the road deck sits on top of the lattice truss.



The above three bridges are 'true' lattice truss bridges where the lattice creates small diamond shapes. There is a different form known as the 'single intersection lattice truss bridge'. Here the lattice has only one large 'X' to carry the weight and forces. There are more single intersection lattice truss bridges in Victoria than 'true' lattice truss bridges.

Sale Swing Bridge (1883) (VHR H1438)

The Swing Bridge is a single intersection lattice truss bridge. It was designed and built entirely in Victoria and made an important contribution to the development of engineering in the state. Its construction was pivotal in the development and expansion of road and river transport in Gippsland, and confirmed the Port of Sale's place as the centre of shipping activity in the region. The Sale Bridge has an opening span, and required a different approach to design to increase rigidity and minimise dead weight. It is among the oldest bridges of its type in Australia.



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Other single intersecting lattice truss bridges include the Merri Creek Railway Bridge (1889), Melton Railway Viaduct (1886) (VHR H2327) Jorgensen's Bridge near Clunes (1874), Glenmona Bridge at Bong Bong (1871) (VHR H1846), McLennan Bridge near Clunes and the Cressy Bridge (1880), and the Old Plenty Bridge (c1867).

The three 'true' lattice truss bridges (listed on pages 17-18) have lattices which are riveted and uniform in the way they spread weight and forces. The Chandler Highway Bridge (1890) represents a transitional stage between such bridges and the more mathematically derived open web trusses constructed from around the turn of the twentieth century. The latter consist of lattice made from tailor-made members of different sizes and shapes to bear the weight of the bridge differently at points along the structure, riveted only at appropriate points. The use of fewer members at key points allowed for lighter and more economical bridges, and gave the appearance of a more 'open' truss. The Chandler Highway Bridge exhibits features of the open web truss bridge form. Although appearing to be a regular lattice, the diagonal bars are subtly different in form and/or size in response to particular stresses in different parts of the bridge. 'True' lattice truss bridges were superseded around the turn of the twentieth century for many reasons, including the development of open web truss and other bridge forms through advances in engineering techniques, and the development of high tensile steel girders.

In 2003 (revised in 2010) VicRoads' *Metal Bridges Study* (supported by Heritage Victoria and the National Trust) utilised a numerically weighted system for assessing significance of bridges. This was devised to identify the technical characteristics of early bridges and consider scientific factors in conjunction with the more usual social, historical and aesthetic significance factors. The study identified the Chandler Highway bridge as of high significance with a total score of 20 out of a possible 24.

Remnants of the Outer Circle Railway

Some elements of the Outer Circle Railway survive today and include:

- The currently operational Alamein line.
- The remains of a timber pylon from the 'Black Bridge' a railway bridge spanning Gardiner's Creek (now demolished).
- A number of road over rail bridges including those at High St (Kew), Mont Albert Road (Mont Albert), High St (Ashburton), Barnsbury Road (Deepdene), Knox St (Deepdene) and Canterbury Road (Canterbury).
- Various platform mounds, cuttings, embankments and archaeological features.
- The Chandler Highway Bridge.

None of these places is represented in the Victorian Heritage Register. The Chandler Highway Bridge is the most substantial extant engineering remnant of the Outer Circle Railway Line.

The Outer Circle Railway Line is also poorly represented in Heritage Overlays. A search of Hermes reveals the following entries:

- The Chandler Highway Bridge (the nominated place). City of Yarra Heritage Overlay HO67.
- The Signal Box (1913) at the Fairfield Park Railway Station (now Fairfield Railway Station) is included in the City of Yarra Heritage Overlay (HO106). This station formed part of the Outer Circle Railway Line but the 1913 signal box postdates the operation of that line.
- There are some archaeological remnants of the Outer Circle Railway Line recorded in the Victorian Heritage Inventory (such as the Fulham Grange Railway Station).

The Chandler Highway Bridge was recommended for inclusion in the VHR by Allom Lovell & Associates, *City of Yarra Heritage Review* (1998).

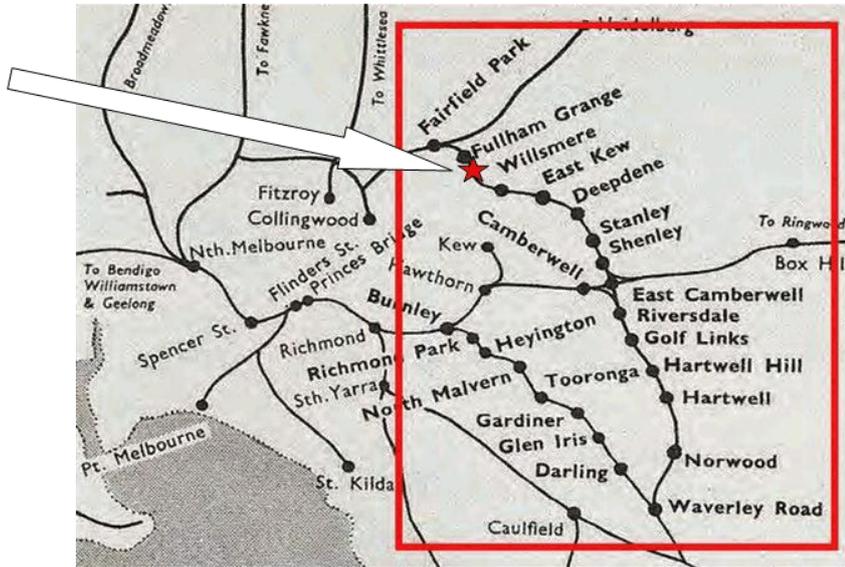
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KEY REFERENCES USED TO PREPARE ASSESSMENT

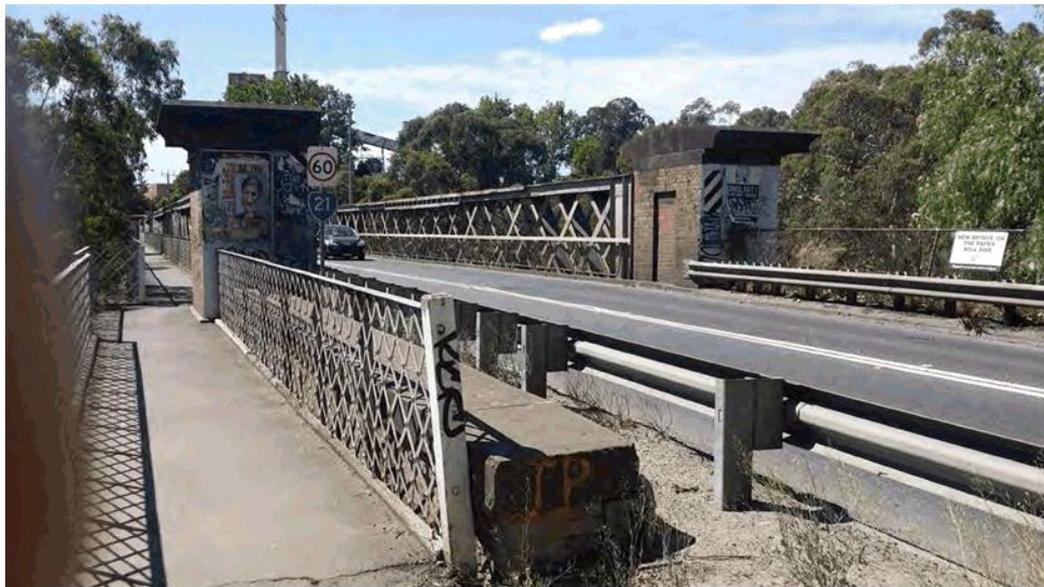
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- City of Boroondara (Kew), Citation for Former Outer Circle Railway Bridge, Chandler Highway, 1983.
- City of Yarra, Citation for Outer Circle Railway line bridge, later Chandler Highway Bridge, over Yarra River, HO67.
- Metropolitan Town Planning Commission, Stapley, Frank, *Plan of general development, Melbourne: report of the Metropolitan Town Planning Commission*, HJ Green, Government Printer, 1929.
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- Vines, G. (Biosis Research Pty Ltd), *Victoria's Rail and Masonry Bridges*, National Trust of Australia (Victoria) With assistance from VicRoads and Heritage Victoria (2011).
- Vines, G. (Biosis Research Pty Ltd), *Chandler Highway Upgrade Heritage Impact Statement*, Prepared for VicRoads, December 2015.
- National Trust Citation for John Foord Bridge over the Murray River, Victorian Heritage Database.

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ADDITIONAL IMAGES / MAPS



A diagram of the Outer Circle Railway Line with the Chandler Highway Bridge denoted with ★
Source: marvmelb.blogspot.com.au



Chandler Highway Bridge looking to the north (City of Yarra)
from the southern side of the bridge (City of Boroondara) (February 2016).

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council



Chandler Highway Bridge looking to the south (City of Boroondara) from the northern side of the bridge (City of Yarra) (February 2016).



A view along the cantilevered walkway from the north looking south (February 2016).

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council



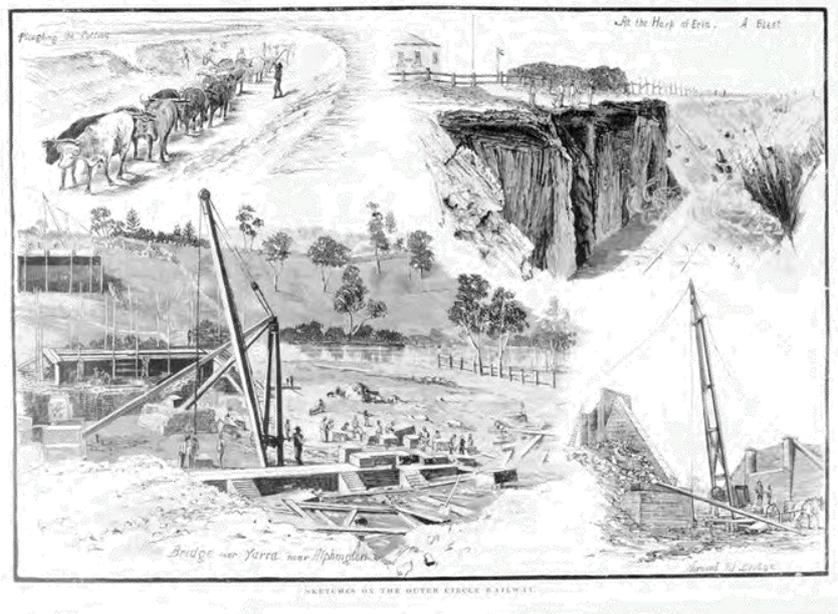
A view from the cycle path at the southern end of the bridge (February 2016).



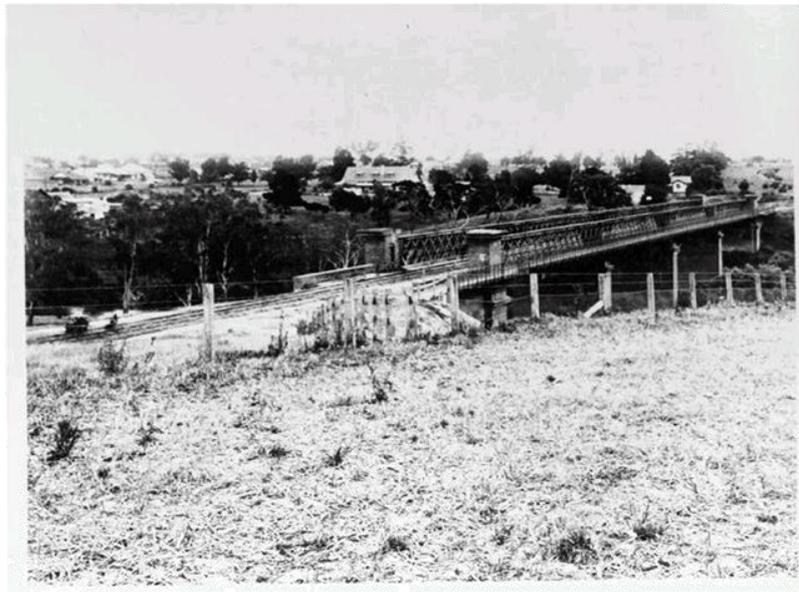
A detail of the cantilevered walkway looking west along the Yarra River (February 2016).

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council



Sketches On The Outer Circle Railway, 'Bridge over the Yarra River at Alphington'.
Melbourne: David Syme and Co. 1889 *Source: SLV.*



Undated photo Chandler Highway Bridge
Source: heritage.darebinlibraries.vic.gov.au

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council



Railway bridge across the Yarra, Kew, 1891 (?) Kew: H. Kellett
Source: City of Boroondara Libraries



A steam train at the Ashburton Railway Station, circa 1900.
Source: ABC website, Australian Railway Historical Society

Name: Chandler Highway Bridge
Hermes Number: 3861

Attachment 2 - Executive Director Recommendation to the Heritage Council



Chandler Highway Bridge construction works (1930)

In 1930 the railway lines were removed and the bridge was converted for vehicular traffic.

Source: Australian Railway Historical Society reproduced in the Age (15 Dec 2014)



Tracks at the former site of the Fulham Grange Station (now removed) approaching the Chandler Highway Bridge (c.1980s).

Source: www.vicrailstations.com

Attachment 2 - Executive Director Recommendation to the Heritage Council



Parts of the former Outer Circle Railway have been converted into walking and cycling tracks.
This sign is from the 'Anniversary trail'.
Source: NixWilliams on Flickr

Attachment 3 - Chandler Highway Bridge HO67



11.2 City of Stonnington - Request for support re Melbourne Metro Rail Project

Trim Record Number: D16/68378

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To consider the City of Stonnington's request for support for its adopted position concerning the Melbourne Metro Rail Project (MMRP), particularly in relation to the inclusion of South Yarra Station as an interchange station.

Background

2. The City of Stonnington's Mayor, Cr Ullin, wrote to the Yarra Mayor in March proposing to meet to discuss an advocacy campaign (*refer Attachment 1*). This letter was followed in April by a copy of Stonnington's advocacy position statement (*refer Attachment 2*), and a further document providing clarification around the differences between Stonnington's proposal and the reference designs in the business case (*refer Attachment 3*).
3. Stonnington's material states that "the current scope and design of the project does not include an interchange station at South Yarra, meaning that City of Stonnington residents and businesses will have no direct access to this landmark public transport project" (MMRP).
4. It is understood that the requested support is not financial in nature, rather it would be of "in principle" nature.
5. Stonnington is advocating that:
 - (a) MMRP should include an interchange station at South Yarra;
 - (b) the existing South Yarra Station should be upgraded concurrently with MMRP; and
 - (c) MMRP should deliver significant improvements to the South Yarra Siding reserve and surrounding public realm.
6. It is noted that the State Budget, announced on April 27th allocated some \$2.9 billion for the Melbourne Metro project. This is approximately 1/3rd of the \$10.9 billion estimated budget of the project.
7. The Stonnington material notes that the Government's business case for the existing proposal includes multiple arguments against including a station at South Yarra, and provides responses to these reasons. Its material states that "While the inclusion of an interchange at South Yarra as part of the Melbourne Metro may increase the total project cost, the City of Stonnington believes that the opportunities presented by value capture have not been adequately considered in the Business Case."

External Consultation

8. No external consultation has occurred.

Internal Consultation (One Yarra)

9. No internal consultation has occurred.

Financial Implications

10. It is not considered that there would be any financial implications from providing "in principle" support for Stonnington's campaign.

Economic Implications

11. There are no economic implications.

Sustainability Implications

12. Increasing public transport across greater Melbourne will enhance sustainable transport options for Yarra residents.

Social Implications

13. There are no social implications.

Human Rights Implications

14. There are no human rights implications.

Communications with CALD Communities Implications

15. There are no communications with CALD Communities implications.

Council Plan, Strategy and Policy Implications

16. Council's Plan states in part:

"... stronger advocacy to State and Federal Governments by Council and the community is needed to significantly improve public transport infrastructure and capacity. This applies particularly to Melbourne's middle-ring and growth areas, as their car dependency results in increased congestion from through traffic in inner suburbs. Enhanced public transport capacity is also needed to ensure trams and trains are able to serve Yarra residents and workers in peak periods."

17. Stonnington's proposal is consistent with the above.

Legal Implications

18. There are no known legal implications.

Options

19. Council could choose to provide "in principle" support for the City of Stonnington's advocacy campaign.

Conclusion

20. Providing "in-principle" support for the City of Stonnington in this campaign is consistent with Council's objectives of increasing public transport across greater Melbourne.

RECOMMENDATION

1. That Council:
- (a) note the City of Stonnington's Mayoral correspondence, advocacy position statement, and clarification documents concerning its campaign for the inclusion of South Yarra Station as an interchange station in the Melbourne Metro Rail Project, and
 - (b) write to the Mayor of Stonnington, providing "in-principle" support for Stonnington's campaign for the inclusion of South Yarra Station as an interchange station in the Melbourne Metro Rail Project, and advising of Yarra's availability to meet with City of Stonnington representatives to further discuss their campaign.

CONTACT OFFICER: Jane Waldock
TITLE: Assistant Director Planning and Place Making
TEL: 9205 5300

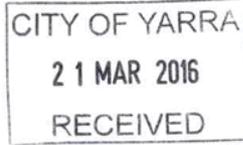
Attachments

- 1 Seeking Support - Melbourne Metro Rail Project
- 2 City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement
- 3 Further Information - ISMMF

Attachment 1 - Seeking Support - Melbourne Metro Rail Project



Service Centres
Cnr Glenferrie Road and High Street, Malvern
Cnr Chapel and Greville Streets, Prahran



PO Box 21 Prahran Vic 3181
T: 03 8290 1333
F: 03 9521 2255
E: council@stonnington.vic.gov.au
AUSDOC DX 30108

www.stonnington.vic.gov.au

**Office of the Mayor,
Councillor Claude Ullin**

17 March 2016

Cr Roberto Colanzi
Mayor
City of Yarra
PO Box 168
Richmond VIC 3021

Dear Cr Colanzi

Re: Melbourne Metro Rail Project

I am writing to ask for your support for Stonnington's adopted position in relation to the Melbourne Metro Rail Project, particularly in relation to the inclusion of South Yarra Station as an interchange station, which would significantly benefit all of our communities.

Our submission to the State Government will show that we can enhance the project by firstly, reducing the cost substantially and secondly, including South Yarra as an interchange station.

The City of Stonnington fully supports this project as a once-in-a-generation project and therefore believes it should ensure the benefits are maximised for the broadest number of Victorians.

On Monday 7 March 2016 Stonnington Council resolved to advocate for the following elements to be included in the Melbourne Metro Project:

- The inclusion of South Yarra as an interchange station
- An upgrade to South Yarra Station to ensure it meets future demand and to address accessibility issues
- Significant improvements to the surrounding public realm, including the creation of a new civic plaza, constructed on a deck over the railway lines south of Toorak Road, linking South Yarra Station and Toorak Road with a substantially upgraded South Yarra Siding Reserve.

As you may be aware, the State Government released the Business Case for the project on 24 February 2016. The Business Case currently rules out including South Yarra as an interchange station, meaning commuters on the Frankston and Sandringham lines would need to travel to Caulfield Station or the CBD to access Melbourne Metro.

Attachment 1 - Seeking Support - Melbourne Metro Rail Project

The City of Stonnington has engaged transport experts to review the Business Case and our experts have advised that there are a number of options, not considered in the Business Case, that would greatly reduce the capital cost of including South Yarra. Our experts believe the current Business Case understates the benefits and overstates the impediments of providing an interchange station at South Yarra.

Including South Yarra as an interchange station in this project has the potential to benefit an additional 65,000 commuters by 2031 by providing them direct access to the Melbourne Metro and, in turn giving them a direct route to Melbourne's hospital and university precincts and, ultimately the airport.

We have already met with the Assistant Treasurer and Member for Higgins, Kelly O'Dwyer to discuss the proposal and request that any Federal funding emphasise the need for South Yarra to be included as an interchange station and we will be travelling to Canberra in the next few weeks to meet with the relevant Ministers and Infrastructure Australia.

In addition, we will be meeting with the State Minister for Transport and other relevant stakeholders and will continue to work with the Melbourne Metro Rail Authority to progress the other elements of our resolution.

I will contact each of you shortly to arrange a meeting to discuss the details of this advocacy campaign. In the meantime, if you have any queries please do not hesitate to contact me directly.

Yours sincerely

Cr Claude Ullin
Mayor of the City of Stonnington
Councillor for South Ward

Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement



**City of Stonnington
Melbourne Metro Rail Project & South Yarra Station**

March 2016



Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement



Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement

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1 inclusion of south yarra interchange station	6
2 upgrade of existing south yarra station	8
3 public realm improvements	10

Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement

4

City of Stonnington, Melbourne Metro Rail Project & South Yarra Station

background

The \$10.9 billion Melbourne Metro Rail Project will be one of the largest public transport projects ever undertaken in Australia. It is set to be the first major investment in the CBD metropolitan rail infrastructure capacity since the City Loop was completed 30 years ago.

The project involves the construction of twin 9km rail tunnels from South Kensington to South Yarra, as part of a new Sunbury – Dandenong Line, and the construction of five new underground stations at Arden, Parkville, CBD North, CBD South and Domain. The Eastern Portal to the tunnel system will be located in the heart of South Yarra.

Implementation of the project will result in significant disruptions and wide ranging social, economic and environmental impacts on the South Yarra precinct for a period of 10+ years.

The current scope and design of the project does not include an interchange station at South Yarra, meaning that City of Stonnington residents and businesses will have no direct access to this landmark public transport project. An interchange connection at South Yarra would enhance the South Yarra Activity Centre and provide high speed access to Domain, Melbourne CBD, the medical / university Parkville precinct and a future airport link.

In addition to not providing for an interchange station in South Yarra, the Melbourne Metro Rail Project includes no provision to upgrade the existing South Yarra Station, despite the widely acknowledged capacity, access, safety, congestion and urban design issues.

The South Yarra Station is the busiest metropolitan station outside the City Loop and the busiest of all in terms of morning peak boardings. South Yarra Station has experienced rapid increases in patronage numbers in recent years, driven by both employment and residential growth in surrounding precincts. South Yarra station does not have full disabled access to and from the platforms and has substandard facilities for its designated Premium Station classification and is severely constrained in terms of space.

Given the extent of physical disruption and impact on the South Yarra precinct, the Melbourne Metro Rail Project presents a major opportunity to leave a legacy improvement to the public realm through the creation of open spaces and enhancements to connectivity, safety and public amenity.



council advocacy position

The City of Stonnington acknowledges the Melbourne Metro Rail Project as a critical, city-shaping project that will enable the future growth and improvement of Melbourne's public transport system.

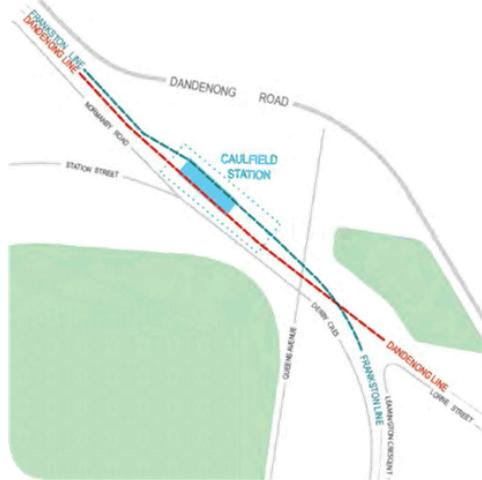
Council's support for the project is conditional on the following:

- 1** The Melbourne Metro Rail Project should include an interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.
- 2** The existing South Yarra Station should be upgraded concurrently with the Melbourne Metro Rail Project to address capacity, access, safety, congestion and urban design issues.
- 3** The Melbourne Metro Rail Project should deliver significant improvements to the South Yarra Siding Reserve and surrounding public realm.

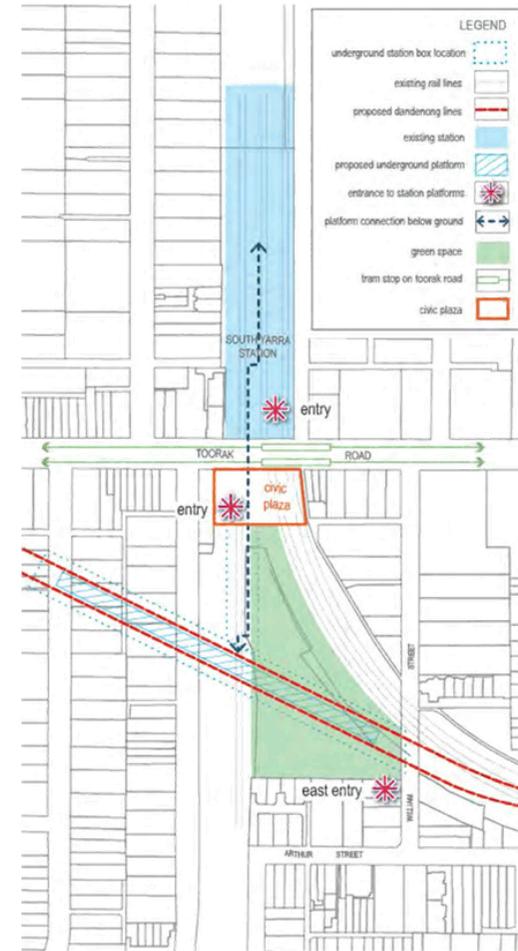
inclusion of south yarra interchange station

1 The Melbourne Metro Rail Project should include an interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.

- Interchange station located underground, south of Toorak Road
- Direct interchange connection with the existing South Yarra Station
- Entrances to the north (Toorak Road) and east (William Street)
- Leave Sandringham line platforms in the existing location to reduce complexity and cost of construction
- Relocate switching of Dandenong and Frankston lines further east on the rail network to reduce complexity, cost and impact of construction at South Yarra



caulfield station arrangements - one possible location for the dandenong / frankston line cross over south of the station



south yarra station arrangements - new station entrances with underground direct interchange

Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement



new eastern entrance to future underground platforms at William Street

upgrade of existing south yarra station

2 The existing South Yarra Station should be upgraded concurrently with the Melbourne Metro Rail Project to address capacity, access, safety, congestion and urban design issues.

- Improved capacity and accessibility at the Toorak Road frontage
- Open up the entire front of the station creating multiple access points and remove existing tenancies
- Increased permeability to the station from the east and west via additional entrance points and northern access to platforms
- Improved pedestrian and cycling connections between the station and surrounding precinct
- Improved public access and DDA compliance
- High quality design which complements the station and broader precinct's heritage significance
- Increased public space surrounding the station
- Improved transport mode interchange



south yarra siding and new civic plaza on Toorak Road

77% OF USERS ACCESS SOUTH YARRA STATION BY FOOT

SOUTH YARRA STATION FUTURE DEMAND CAPACITY IMPACTS OF MMR - JUNE 2015

5,000 ACQUISITION ENTERIES BY 2031 IN THE 2011 MURPHY PLAN

SOUTH YARRA STATION FUTURE DEMAND CAPACITY IMPACTS OF MMR - JUNE 2015

RECOMMEND STATION BIKE PARK
CHAPEL VISION/RE-VISION(2013)

FUTURE SHARED PATH/ BICYCLE LINK
CHAPEL VISION/RE-VISION(2013)

IMPROVED PEDESTRIAN CROSSING AT YARRA STREET & TOORAK ROAD
CHAPEL VISION/RE-VISION(2013)

5000 APARTMENTS CSAC 2031
CHAPEL RE-VISION SSS ECONOMICS & PLANNING REPORT

12,528 2011-2031 MORE WORKERS IN CSAC
CHAPEL RE-VISION SSS ECONOMICS & PLANNING REPORT

10,000 EXTRA JOBS BY 2046
12,000 NEW RESIDENTS

SOUTH YARRA STATION FUTURE DEMAND CAPACITY IMPACTS OF MMR - JUNE 2015

LOWEST

OPEN SPACE TOTAL AREA PER CAPITA IN IMAP COUNCIL'S ESTIMATION PUBLIC REALM STRATEGY

FORREST HILL WILL ACCOMMODATE BY 2031

2500 DWELLINGS

22,000M² OFFICE SPACE

9,000M² RETAIL

STONNINGTON ECONOMIC SNAPSHOT

\$2B IN CAPITAL IMPROVED VALUE

BASED ON FORREST HILL CURRENT DEVELOPMENT & EXISTING PROPOSALS

STONNINGTON ECONOMIC SNAPSHOT

public realm improvements

3

The Melbourne Metro Rail Project should deliver significant improvements to the South Yarra Siding Reserve and surrounding public realm.

- Creation of a new civic plaza, constructed on a deck over the railway lines south of Toorak Road, linking South Yarra Station and Toorak Road with a substantially upgraded South Yarra Siding Reserve.
- An expansion of South Yarra Siding Reserve to include all land between the two railway corridors, the civic plaza and the existing southern boundary of the reserve (approximately 11,000m²). The reserve should be constructed at a single grade, broadly at the level of Osborne Street, Toorak Road, William Street and Lovers Walk and be upgraded to provide high quality, more useable open space
- Reinstatement and improvement of Lovers Walk on the northern side of the railway corridor to maintain the historic pedestrian link between Toorak Road and Chapel Street and improve the safety, activation and utilisation of this space



civic plaza, expanded south yarra siding reserve and new station entrance

Attachment 2 - City of Stonnington MMR Project & South Yarra Station Project Advocacy Statement

3

- Creation of a new shared path on the southern side of the railway line providing a continuous link from South Yarra Station, the civic plaza, and expanded South Yarra Siding Reserve, William Street, Arthur Street / Chapel Street and a new interchange station at South Yarra.
- Retention and adaptation of the new construction access bridge over the Sandringham Line to provide pedestrian and cycle access between an expanded South Yarra Siding Reserve and Osborne Street.
- Reinstatement of William Street bridge with pedestrian crossing facilities on both sides of the bridge.
- Creation of a regional north / south shared path through South Yarra Siding Reserve, along the Sandringham railway corridor



south yarra siding - arthur street and lovers walk extension to chapel street

Attachment 3 - Further Information - ISMMF

CITY OF STONNINGTON MELBOURNE METRO RAIL PROJECT AND SOUTH YARRA STATION

ADDITIONAL INFORMATION FOR ISMMF COUNCILS

21 April 2016

SUMMARY

The \$10.9 billion Melbourne Metro Rail Project will be one of the largest public transport projects ever undertaken in Australia. It is set to be the first major investment in the CBD metropolitan rail infrastructure capacity since the City Loop was completed 30 years ago.

The project involves the construction of twin 9km rail tunnels from South Kensington to South Yarra, as part of a new Sunbury – Dandenong Line, and the construction of five new underground stations at Arden, Parkville, CBD North, CBD South and Domain.

The Eastern Portal to the tunnel system will be located in the heart of South Yarra.

Implementation of the project will result in significant disruptions and wide ranging social, economic and environmental impacts on the South Yarra precinct for a period of 10+ years.

The current scope and design of the project does not include an interchange station at South Yarra, meaning that City of Stonnington residents and businesses will have no direct access to this landmark public transport project, despite it passing the existing train station by approximately 100m. Nor will passengers on the Sandringham Line and those boarding / alighting on the Frankston line west of Caulfield have direct and convenient access to Melbourne Metro.

An interchange connection at South Yarra would enhance the South Yarra Activity Centre and provide high speed access to Domain, Melbourne CBD, the medical / university Parkville precinct and a future airport link.

In addition to not providing for an interchange station in South Yarra, the Melbourne Metro Rail Project includes no provision to upgrade the existing South Yarra Station, despite the widely acknowledged capacity, access, safety, congestion and urban design issues.

The South Yarra Station is the busiest metropolitan station outside the City Loop and the second busiest of all in terms of morning peak boardings. South Yarra Station has experienced rapid increases in patronage numbers in recent years, driven by both employment and residential growth in surrounding precincts.

South Yarra station does not have full disabled access to and from the platforms and has substandard facilities for its designated Premium Station classification and is severely constrained in terms of space.

Given the extent of physical disruption and impact on the South Yarra precinct, the Melbourne Metro Rail Project presents a major opportunity to leave a legacy improvement to the public realm through the creation of open spaces and enhancements to connectivity, safety and public amenity.

Attachment 3 - Further Information - ISMMF

COUNCIL ADVOCACY POSITION

The City of Stonnington acknowledges the Melbourne Metro Rail Project as a critical, city-shaping project that will enable the future growth and improvement of Melbourne's public transport system.

Council's support for the project is conditional on the following:

1. The Melbourne Metro Rail Project should include an interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.
2. The existing South Yarra Station should be upgraded concurrently with the Melbourne Metro Rail Project to address capacity, access, safety, congestion and urban design issues.
3. The Melbourne Metro Rail Project should deliver significant improvements to the South Yarra Siding Reserve and surrounding public realm.

BUSINESS CASE AND REFERENCE DESIGN

The City of Stonnington has reviewed the Reference Design and closely analysed the Business Case.

Council has engaged independent, expert transport planning and economic advice from William McDougall – an incredibly well reputed expert in this field.

A key question we have examined is whether the project should include an interchange station at South Yarra.

The Business Case includes multiple arguments against including a station at South Yarra as part of the project. These include:

1. *South Yarra is already well serviced by public transport*
2. *Including a station at South Yarra would increase project costs by \$700m - \$970m*
3. *Constructing a station at South Yarra would result in significant additional property acquisition and public disruption*
4. *More people would be negatively impacted by increased travel time (approx. 1 minute to stop train one additional time compared to baseline no station option) than people who would benefit. This would result in a net increase in travel times for public transport customers, and*
5. *The long-term benefits of including a station at South Yarra are too limited to outweigh the additional cost and disruption associated with adding this station to the scope.*

Attachment 3 - Further Information - ISMMF

CITY OF STONNINGTON POSITION ON THE INCLUSION OF AN INTERCHANGE STATION AT SOUTH YARRA

Based on advice from its independent economics and transport analyst, the City of Stonnington believes that:

A. There is an opportunity to reduce the capital cost of constructing a Melbourne Metro interchange station at South Yarra by up to \$300m through:

- **Relocating the cross over of Frankston and Dandenong railway lines further east on the rail network to a less congested, less complicated and less costly location.**

Crossing the railway lines is required to enable to Dandenong line trains to enter the Melbourne Metro tunnel, while allowing the Frankston line trains to continue into the existing South Yarra station.

The current design for the project (no interchange station) involves crossing the railway lines west of Chapel Street. This will involve moderate rail corridor widening, property acquisition and capital cost.

The option modelled in the Business Case for including an interchange station at South Yarra with direct connection to the existing station, involves crossing the railway lines immediately east of Chapel Street. The consequences of widening the corridor and crossing the railway lines at this location include more extensive rail corridor widening, longer line duplication, significant and expensive property acquisition and bridge works. It is understood that the corridor widening works and property acquisitions associated with this option are central to the high capital cost of this option – as represented in the Business Case.

Council's independent economics and transport analyst has advised that relocating the line cross over to a less congested, less complicated and less costly location further east on the rail network would avoid the following works at South Yarra:

- Acquisition and removal of approximately 25 individual properties
- Widening of the rail reserve and construction of about 500m of double track
- Two road overbridges being replaced with longer structures.

Avoiding these works could reduce capital costs in the order of \$200m - \$300m, excluding the cost of establishing the cross over elsewhere.

One option for an alternative cross over point is immediately east of Caulfield Station, where the Frankston and Dandenong lines currently meet. Advice received from Council's independent economics and transport analyst and other rail engineers indicate that this option (a grade separated cross over at the point of the lines meeting) would be feasible, low impact and significantly lower cost than alternatives.

- **Leaving the Sandringham line platforms in their current location at South Yarra Station.**

The option modelled in the Business Case for including an interchange station at South Yarra with direct connection to the existing station, involves relocating the Sandringham line platforms south of Toorak Road to intersect with the Dandenong line.

Council's independent economics and transport analyst has advised that leaving the Sandringham line platforms in their current location, and providing an interchange with Melbourne Metro with a pedestrian link under Toorak Road has the potential to significantly reduce capital costs.

Attachment 3 - Further Information - ISMMF

This would still enable a direct interchange within the paid zone, while substantially reducing the capital cost of a Melbourne Metro South Yarra Station.

B. There are significant potential benefits of including a Melbourne Metro interchange station at South Yarra, which are underestimated in the Business Case:

The City of Stonnington believes that the inclusion of an interchange station at South Yarra could benefit up to 65,000 rail passengers per day (2031) on the Sandringham and Frankston lines, who under the current scope and design of the project will not have direct and convenient access to Melbourne Metro.

Including an interchange station at South Yarra would enable the following passengers to directly and conveniently connect with Melbourne Metro and the high speed access to Domain, Melbourne CBD, the medical / university Parkville precinct and a future airport link it offers:

- 55,000 people on the Sandringham line
- 10,000 people on the Frankston line, boarding west of Caulfield (i.e. interchange at Caulfield not a practical option)

In addition to those people on the Sandringham and Frankston lines who would benefit from the inclusion of an interchange station at South Yarra, the City of Stonnington projects that rail demand at South Yarra in 2031 will reach 40,000 per day (people entering and existing the station).

These rail passengers would also benefit from the option of accessing Melbourne Metro at South Yarra in order to rapidly and conveniently travel to or from: Domain, Melbourne CBD, the medical / university Parkville precinct and a future airport link.

This brings the total number of potential beneficiaries of including an interchange station at South Yarra to more than 100,000 per day.

Interestingly, recent pedestrian counts conducted at South Yarra Station reveal that in the morning peak (7am-9am) 57% of all station patrons are exiting the station, highlighting the significance of South Yarra as a destination, not just a point of origin. This is reinforced by 85% of those exiting the station in the morning peak setting off on foot, with 15% boarding a tram.

The Business Case does not explore nor quantify the additional benefits of providing a Melbourne Metro connection at South Yarra. Potential benefits include:

- Direct rail connection with Domain, CBD South, CBD North, Parkville and Arden
- Improved connection to the education and medical precinct north of the city
- Improved access to employment and entertainment in South Yarra
- Direct future access to Melbourne Airport, and
- Greater relief to road traffic and Toorak Road trams by providing additional rail capacity at South Yarra

C. The dis-benefits of including a Melbourne Metro interchange station at South Yarra are overstated in the Business Case:

The Melbourne Metro Business Case quantifies the benefits and dis-benefits of including a station at South Yarra in terms of travel time increases and decreases for various groups of patrons.

It asserts that:

Over 100,000 customers per day would be a minute worse off if the South Yarra Interchange Station is included, compared to less than 14,000 customers who would be between one and ten minutes better off. In aggregate (i.e. taking into account all

City of Stonnington, Page 4 of 9

Attachment 3 - Further Information - ISMMF

journey time savings and all slower journey times), the addition of a new station at South Yarra would add an additional 1,500 hours of travel time per day for public transport users in 2031.

The City of Stonnington’s independent economics and transport analyst has identified that the modelling and concluded impacts on travel times are very sensitive to the assumptions made.

The modelling of travel time impact is heavily influenced by the 1-minute delay assigned to the approximate 100,000 Dandenong line passengers. As an illustration, if the delay time is based on a train travelling at 80 km/h with a 30 second dwell time, the result is a total delay of 52 seconds instead of 1 minute. This reduces the average lost time across all passengers from 46,664 to 33,000 minutes per day. This minor change in assumed delay time from 60 to 52 seconds results in a 29.3% reduction in overall net dis-benefit.

The total net cost attributable to the time delay of including a station at South Yarra is in the order of \$2.4 - \$3.4m per year – not a huge dis-benefit in the context of such a large project.

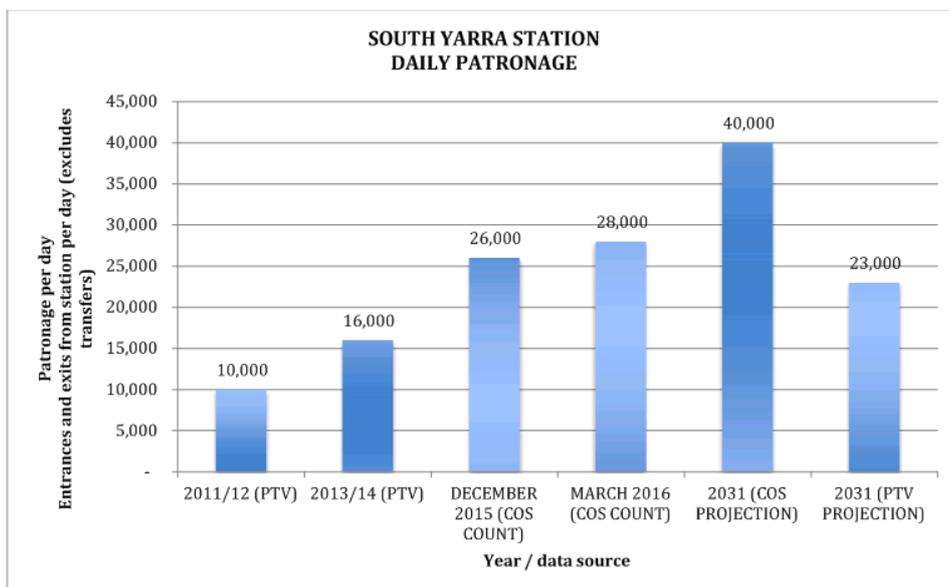
The City of Stonnington’s independent economics and transport analyst has also questioned the assumptions underpinning the estimated time savings for those passengers who would benefit from improved travel time as a result of inclusion of a station at South Yarra. According to the Business Case, these passengers total approximately 21,250 per day.

D. The State Government seriously underestimates patronage demand in South Yarra and a Melbourne Metro interchange station at South Yarra is warranted to meet current, near future and long term future demand

The City of Stonnington questions the veracity of cost / benefit modelling in the Business Case in light of how inaccurate the Victorian Government’s patronage projections are for South Yarra.

These are illustrated below:

Daily patronage



City of Stonnington, Page 5 of 9

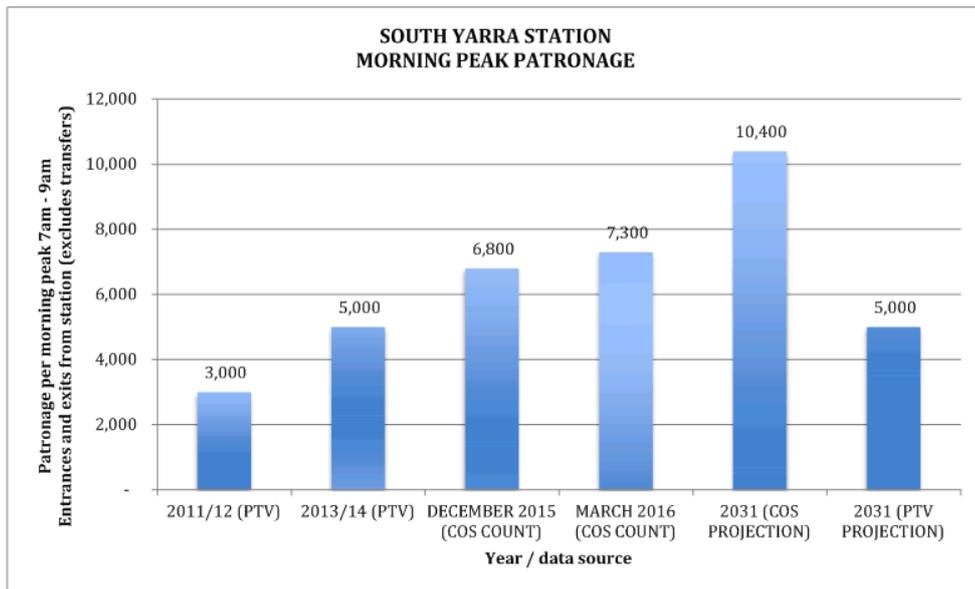
Attachment 3 - Further Information - ISMMF

- Daily patronage at South Yarra Station is currently 28,000 people per day (station entrances and exits based on actual pedestrian counts March 2016). In addition, an estimated 6,100 people currently transfer between train services at South Yarra each day.
- Daily patronage at South Yarra has increased by 180% (almost trebled) since 2011/12 (2011/12 to March 2016). This has been driven by rapid housing development, population growth and business and employment growth in recent years.
- The City of Stonnington projects that daily patronage at South Yarra will rise to 40,000 in 2031, an increase of 12,000 (43%) over the next 15 years (2016 to 2031).
- State Government projections for future demand at South Yarra are significantly underestimated, potentially due to their modelling being calibrated to 2011 figures.

The State Government projects that daily patronage at South Yarra Station in 2031 will be 23,000 people, which is 5,000 less than currently use the station each day in 2016 (28,000).

- City of Stonnington projections for patronage demand at South Yarra in 2031 (which are based on current actual use and housing, population and employment growth rates in the precinct) are 74% higher than State Government projections: 40,000 compared to 23,000.

Morning peak patronage



- Morning peak patronage at South Yarra Station is 7,300 people per day (station entrances and exits between 7am – 9am based on actual pedestrian counts March 2016).
- Morning peak patronage at South Yarra has increased by 4,300 people 143% (x 2.5) since 2011/12 (2011/12 to March 2016). This has been driven by rapid

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Attachment 3 - Further Information - ISMMF

housing development, population growth and business and employment growth in recent years.

- Boardings (station entrances) in the morning peak current account for 43% of total patronage in the peak. This means that more people travel to South Yarra as a destination and leave the station in the morning peak (57%) than enter the station to board a train and travel from South Yarra.
- The City of Stonnington projects that morning peak patronage at South Yarra will rise to 10,400 in 2031, an increase of 3,100 (42%) over the next 15 years (2016 to 2031).
- State Government projections for future morning peak patronage at South Yarra are significantly underestimated, potentially due to their modelling being calibrated to 2011 figures.

The State Government projects that morning peak patronage at South Yarra Station in 2031 will be 5,000 people, which is 2,300 less than currently use the station each morning in 2016 (7,300).

- City of Stonnington projections for morning peak patronage demand at South Yarra in 2031 (which are based on current actual use and housing, population and employment growth rates in the precinct) are 108% higher (more than double) than State Government projections: 10,400 compared to 5,000.

E. There is a once in a generation opportunity to build an interchange station at South Yarra as part of Melbourne Metro. To not include an interchange station would be a significant lost opportunity.

CITY OF STONNINGTON POSITION ON THE UPGRADE OF SOUTH YARRA STATION

The City of Stonnington believes that there is an irrefutable need to upgrade the existing South Yarra Station, regardless of Melbourne Metro.

Key points:

A. Patronage at South Yarra has grown at an unprecedented rate in recent years, driven by housing development, population growth and local economic activity.

The station is one of the busiest across the entire Melbourne network, yet has received no major funding for decades.

- In terms of weekday **daily** boardings (train boardings including station entrances and transfers from other trains), South Yarra is the busiest station on the metropolitan network outside of the City Loop (2013/14).
- On daily boardings, the ranking of South Yarra in 2011/12 was 11th, so the growth between then and 2013/14 means it overtook Glenferrie, Dandenong, Box Hill, Caulfield and Footscray (some of which have received significant infrastructure upgrades, while South Yarra has languished).
- In terms of weekday **morning peak** boardings (train boardings including station entrances and transfers from other trains), South Yarra is the second busiest station on the entire metropolitan network.
- The growth of boardings at South Yarra is even more marked in the morning peak (7am-9am). South Yarra was even further down the list in 2011/12 - it was 13th behind Essendon, Hoppers Crossing, Dandenong, Caulfield, Watergardens, Frankston, Glen Waverley, Box Hill, Laverton, Footscray and Southern Cross. In 2013/14 it was second only to Flinders Street.

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Attachment 3 - Further Information - ISMMF

B. The existing South Yarra Station has serious capacity, access, safety, congestion and urban design issues.

C. The station is not DDA compliant.

CITY OF STONNINGTON POSITION ON PUBLIC REALM IMPROVEMENTS

The City of Stonnington believes a significant opportunity exists for the Melbourne Metro Rail Project to deliver major improvements to the South Yarra Siding Reserve and surrounding public realm, including:

- Creation of a new civic plaza, constructed on a deck over the railway lines south of Toorak Road, linking South Yarra Station and Toorak Road with a substantially upgraded South Yarra Siding Reserve
- An expansion of South Yarra Siding Reserve to include all land between the two railway corridors, the civic plaza and the existing southern boundary of the reserve (approximately 11,000m²). The reserve should be constructed at a single grade, broadly at the level of Osborne Street, Toorak Road, William Street and Lovers Walk and be upgraded to provide high quality, more useable open space
- Reinstatement and improvement of Lovers Walk on the northern side of the railway corridor to maintain the historic pedestrian link between Toorak Road and Chapel Street and improve the safety, activation and utilisation of this space
- Creation of a new shared path on the southern side of the railway line providing a continuous link from South Yarra Station, the civic plaza, and expanded South Yarra Siding Reserve, William Street, Arthur Street / Chapel Street and a new interchange station at South Yarra
- Retention and adaptation of the new construction access bridge over the Sandringham Line to provide pedestrian and cycle access between an expanded South Yarra Siding Reserve and Osborne Street
- Reinstatement of William Street bridge with pedestrian crossing facilities on both sides of the bridge, and
- Creation of a regional north / south shared path through South Yarra Siding Reserve, along the Sandringham railway corridor

IMPLICATIONS AND IMPACTS OF CITY OF STONNINGTON ADVOCACY POSITION

The City of Stonnington has carefully considered the potential implications and impacts of its advocacy position on neighbouring municipalities and their communities.

The following provides a summary of these. It is expected that the position being advocated by the City of Stonnington will:

- Deliver improved public transport services and options for passengers on the Sandringham line and those on the Frankston line boarding west of Caulfield.
- Create options for improved and direct access to Domain, Melbourne CBD, the medical / university Parkville precinct and a future Melbourne Airport link for residents across the south east.
- Provide improved access to South Yarra as a rapidly growing business and employment precinct.

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Attachment 3 - Further Information - ISMMF

- Provide an additional, and possibly improved, interchange option within the paid zone for passengers on the Frankston and Dandenong lines.
- Address longstanding capacity, access, safety, congestion and urban design issues at South Yarra Station for passengers travelling to or changing trains at South Yarra.
- Result in fewer property acquisitions in South Yarra than the option presented in the Business Case for the inclusion of an interchange station at South Yarra with direct connection to the existing station.
- Result in reduced scope, complexity and cost of work associated with crossing over the Dandenong and Frankston lines.
- Result in a significantly lower capital cost of including an interchange station at South Yarra than the option modelled in the Business Case.
- It is expected that the proposed cross over of the Frankston and Dandenong lines could be achieved immediately east of Caulfield within the existing rail corridor and with relatively low complexity and cost.
- While the inclusion of an interchange station at South Yarra as part of Melbourne Metro may marginally increase travel time on the Dandenong line (up to 1 minute), this is not considered significant in the context of the wider benefits that connecting South Yarra to Melbourne Metro would deliver.
- While the inclusion of an interchange station at South Yarra as part of Melbourne Metro may increase the total project cost, the City of Stonnington believes that the opportunities presented by value capture have not been adequately considered in the Business Case. Potentially, significant proportions of the cost of including an interchange station at South Yarra could be funded through realising value capture opportunities across the project.

11.3 Urban Regional Food Declaration

Trim Record Number: D16/26879

Responsible Officer: Director Planning and Place Making

Purpose

1. This report allows Council to consider becoming a founding signatory to the Urban and Regional Food Declaration (the 'Declaration'), the development and delivery of which is being led by the Food Alliance.

Background

2. On 17 March 2015, Council requested "*That a report be provided to the next Council meeting on the suitability of Yarra City Council signing-on as a founding signatory of the Urban and Regional Food Declaration.*" (Council Meeting Minutes, 17 March 2015, P8).

The Food Alliance

3. The Food Alliance was founded in 2009, and is a not-for-profit group initiated to build on previous work by Vic Health in the research and support of Urban Agriculture and food security in Australia.
4. In the first phase of its life (2009-2012) the Food Alliance worked within Deakin University primarily as a 'food think tank'. This included conducting research into strategic issues such as planning and food access, and making submissions on food-related government policy. From this time it also began to build strategic linkages and relationships with many food system stakeholders.

Purpose of the Food Alliance Urban and Regional Food Declaration

5. In September 2013, the Food Alliance convened the Urban Agriculture Working Group, comprising of representatives from local government, universities, community groups, not-for-profit organisations and others. The Working Group identified as a high priority the development and implementation of an Urban and Regional Food Declaration.
6. The Food Alliance vision is for a sustainable, healthy, and fair food system. To achieve this vision the Food Alliance states that integrated action is needed from individuals, communities, business, organisations, and Governments. The purpose of the Declaration is to encourage such action through offering the following:
 - (a) "a set of agreed principles;
 - (b) a lexicon of agreed definitions and common language;
 - (c) a generalised framework for policy and legislative changes;
 - (d) a tool for mobilisation and advocacy; and
 - (e) an associated set of tools for assessment and analysis".

Yarra as a potential founding Food Declaration signatory

7. The vision of Yarra's Urban Agriculture Strategy is for "a sustainable city where a robust and rich multi-cultural community grows, produces and shares its food". Additionally Yarra's "Food Know How" program and composting programs emphasise the importance of the community as the caretaker of the land. Food for health and access to good quality food are other themes featured in these documents and programs.
8. The Food Alliance has invited the City of Yarra to become a founding signatory to the Urban and Regional Food Declaration.

9. The expectation of all 'Declaration' signatories (13 to date) is to commit to a food system which has the following characteristics:
 - (a) *"a thriving diversity of food production in our cities and countryside, from networks of backyard, community and school gardens; to market gardens, ethical animal rearing, orchards, vineyards and food forests in our peri-urban and regional areas;*
 - (b) *a valuing of food producers as caretakers of the land and ecosystems, and as guarantors of our present and future food security;*
 - (c) *an expansion of farmers markets, a wide variety of farm-gate shops and trails, and high streets revitalised with shops that burst with local and seasonal produce, all supporting a growing local food economy that generates jobs and livelihoods for communities; and*
 - (d) *a food system that supports the health and well-being of all, recognising that access to good food is a fundamental and universal human right."*
10. Yarra City Council's Urban Agriculture Strategy, as adopted in Nov 2014, supports the above in the following manner:
 - (a) the vision statement for the Yarra Urban Agriculture strategy notes *"The Yarra City Council is a sustainable city where a robust multicultural community grows, produces and shares its food."* The strategic objectives and supporting actions support the development of this vision and provide a direction in strong alignment with characteristic '(a)' as noted above;
 - (b) both the Urban Agriculture strategy and Yarra's community gardening guidelines support education in and use of sustainable gardening principles as a preferred option for the management of Yarra's gardens and a way of protecting the environment into the future. Additionally programs such as Yarra's "Food Know How" program and composting programs emphasise the importance of the community as the caretaker of the land, directly supporting characteristic '(b)' as outlined above;
 - (c) Yarra's Urban Agriculture Strategy outlines a vision for the city in its development of Urban Agriculture. Strategic Objective 2: "Cultivate a Culture" states *"Council will promote and foster its rich culture of food, food growing and food sharing as a way of growing a healthy community."* Without specifically stating the methodology required to achieve this objective it is in alignment with characteristic '(c)' as noted above; and
 - (d) Yarra's Urban Agriculture Strategy, actions 2.1.4 and 3.2.2 both directly promote the importance of urban agriculture in support and promotion of healthy and social activities, directly aligning with characteristic '(d)' as noted above.
11. It is understood that 13 organisations and social enterprises have signed the Declaration, including the City of Melbourne, Mornington Peninsula Shire Council, City of Ballarat, City of Greater Geelong and some organisations with a presence in Yarra such as 'Slow Food'.

Consultation

12. The Yarra Urban Agriculture Advisory Committee strongly supports Yarra City Council becoming a founding signatory to the Declaration.
13. No wider consultation has been conducted at this stage.

Financial Implications

14. There are no direct financial implications to signing the Food Declaration itself, however it should be noted that 'committing' to a food system with the characteristics specified in the Declaration is achievable only if current operational funding levels for urban agriculture are maintained.
15. There is no companion requirement to fund the Food Alliance if the Declaration is signed.
16. It is noted that the Declaration does not specify how the desired food system will be attained or the specific role/obligations of Council in attaining it, potentially allowing continued conformation with any changed financial circumstances.

Economic Implications

17. Yarra has a culture of food, local food industry and food growing. The Yarra Urban Agriculture Strategy includes actions which encourage food related social enterprise and the development of related industries. Officers are progressing with these actions.

Sustainability Implications

18. The Declaration aligns with themes of the Yarra Environment Strategy (YES) 2013 – 2017 and Yarra Urban Agriculture Strategy 2014–2018, which relate to the growth of local food growing in the City of Yarra.

Social Implications

19. Signing the Declaration, would support to the Yarra Health and Wellbeing Plan in the following ways:
 - (a) it engages the community and encourages social participation in food growing;
 - (b) food growing is a physical activity and gives the community a sense of achievement during harvest which is good for physical and mental health; and
 - (c) it encourages the education of our community in appropriate food choices and food literacy.

Human Rights Implications

20. There are no known human rights implications.

Other considerations

21. The Declaration is quite aspirational in nature and covers various objectives some of which may not be appropriate in Yarra.
22. The Declaration does not detail how the vision will be achieved. There are no obligations associated with signing the Declaration for a Council, and the methods of achieving the specified “food system” could be interpreted in a number of ways.
23. Officers have sought clarification from the Food Alliance concerning any implied obligations or commitments. Their response was:

“that by signing this Declaration, the City of Yarra will not be committing itself to the implementation of each and every action. The Declaration is not intended as a binding legal document that prescribes a strict set of targets and implementation deadlines. Rather, it is intended to provide a shared set of concepts, a shared vision and set of principles, according to which its signatories express their intention to take steps to move towards a healthy, sustainable and fair food system that works for the benefit of everyone in their communities” (see attached letter).

24. Council has a number of existing plans and policies which align with the themes of the Declaration, and Council officers already work in partnership with the Food Alliance and other organisations in various areas.

Communications with CALD Communities Implications

25. There are no known CALD community implications. Communication of any Council endorsement can be promoted via various means include CALD community media.

Council Plan, Strategy and Policy Implications

26. The Council Plan 2013-17 refers to Urban Agriculture directly in the strategic objective “*Ensuring a sustainable Yarra*”, encouraging a focus on Urban Agriculture over the next four years. Signing the Declaration aligns with encouraging Urban Agriculture in Yarra.
27. In November 2014, the Yarra Urban Agriculture Strategy 2014 – 2018 was endorsed by Council. The vision states “*The City of Yarra is a sustainable city where a robust and rich multi-cultural community grows, produces and shares its food*”.

28. Signing the Declaration would be consistent with Council's support for urban agriculture in Yarra.

Legal Implications

29. There are no legal implications.

Other Issues

30. There are no other issues.

Options

31. There are two options available to Council regarding the signing of the Declaration. These are to:
- (a) sign the Declaration; or
 - (b) not sign the Declaration.

Conclusion

32. The Food Alliance has developed an Urban and Regional Food Declaration which seeks to promote integrated action from individuals, communities, businesses, organisations, and Governments. The Declaration is high-level statement of principle, consistent with the commitments that the City of Yarra and the actions described in the Yarra Urban Agriculture Strategy.
33. No additional commitment of activities, funds, resources or materials would be required following signature of the declaration.
34. It is recommended that Yarra become a founding signatory of the Urban and Regional Food Declaration.

RECOMMENDATION

1. That Council:
- (a) note the officer report regarding the opportunity to join the Urban Regional Food Declaration, and
 - (b) resolve that Yarra City Council become a signatory of the Urban and Regional Food Declaration.

CONTACT OFFICER: Lisa Coffa
TITLE: Waste Minimisation Coordinator
TEL: 9205 5793

Attachments

- 1 Urban Regional Food Declaration 2015
- 2 Food Declaration - Food Alliance Clarification

Attachment 1 - Urban Regional Food Declaration 2015

‘Sustainable, Healthy and Fair Food’ Urban and Regional Food Declaration

Food is fundamental to life and health. Increasing urbanization, the industrialization of agriculture and a changing climate are adversely impacting many parts of the global food system. This interconnected food system includes production, processing, distribution, consumption, waste management, and meaning creation. The food system faces compounding global challenges and variable local issues. The scale of these challenges and issues is reflected in local concerns about food security, producer livelihoods, local economies, damage to ecosystems, persistently high levels of hunger and malnutrition, a pandemic of dietary-related illness and disease, and biodiversity reduction.

Many organization and government policy areas—including health, planning, transport, infrastructure, economic development, education, trade, biosecurity and environment—are relevant to the food system. A coherent long-term food policy, at whatever level and scale of governance, enables the integration of these different areas. Cities and regions need a sustainable, fair and resilient food system that provides dignified access to healthy food for all citizens, offers viable livelihoods for local producers, and engenders careful stewardship of regional ecosystems.

Purpose

To achieve a vision of a sustainable, healthy and fair food system, integrated action is needed from individuals, communities, businesses, organisations and governments. The purpose of this Declaration is to encourage such action through offering the following:

- A set of agreed principles;
- A lexicon of agreed definitions and common language;
- A generalized framework for policy and legislative changes;
- A tool for mobilization and advocacy; and
- An associated set of tools for assessment and analysis.

Vision

Signatories to this ‘Urban and Regional Food Declaration’ share a vision of a sustainable, healthy and fair food system. We commit to the following characteristics as shaping our approach towards such a system:

- A thriving diversity of food production throughout our towns and cities and countryside, from networks of backyard, community and school gardens, to market gardens, ethical animal rearing, orchards, vineyards and food forests in our peri-urban and regional areas.
- A valuing of food producers as caretakers of the land and ecosystems, and as guarantors of our present and future food security.



Attachment 1 - Urban Regional Food Declaration 2015

- An expansion of farmers’ markets, a wide variety of farm-gate shops and trails, and high streets revitalised with shops that burst with local and seasonal produce, all supporting a growing local food economy that generates jobs and livelihoods for communities.
- A food system that supports the health and well-being of all, recognising that access to good food is a fundamental and universal human right.

The food system is a complex set of practices that face unique and unprecedented challenges. This Declaration and its principles are based upon four domains as expressed in Figure 1: **Circles of Social Life**¹.

Principles²

Ecology: Our food system should actively maintain the health and integrity of the natural environment on which it depends, seeking to maintain the health of existing ecosystems and enhance biodiversity.

Economics: Our food system should support, create and sustain local and regional livelihoods while building a resilient food industry.

Politics: Governments and organisations should collaborate and work holistically, both internally and externally, while proactively engaging with communities to inform policy, planning and legislative actions relating to environmental stewardship, food security, health and wellbeing, and urban and regional livelihoods.

Culture: Our food system should embrace the diverse and cultural significance of food, recognizing its central role in promoting social cohesion, life-long and intergenerational learning, and community health and wellbeing.

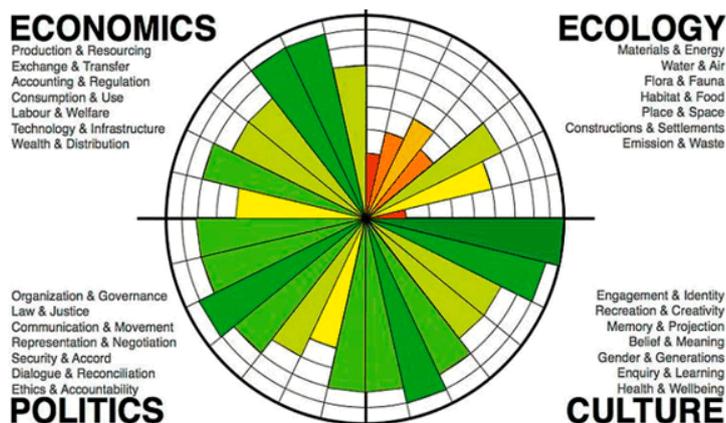


Figure 1. Circles of Social Life

An understanding of and agreement with these principles provide the basis to engage in further collaborative action.

¹ Developed by Professor Paul James. For more information, see <http://www.circlesofsustainability.org/> and [Urban Sustainability in Theory and Practice](#).

Attachment 1 - Urban Regional Food Declaration 2015

Signatories



Richard Everson
Project Officer
RDA Southern Inland



Colin McLean
Secretary / Treasurer
Southern NSW Harvest Association Inc.



Katy Barfield
CEO



Shahana MacKenzie
CEO, Australian Institute
of Landscape Architects



Attachment 1 - Urban Regional Food Declaration 2015

Rob
Rees.



Food Works Australia

Alles



Slow Food®
Melbourne

Alison Teate

Attachment 2 - Food Declaration - Food Alliance Clarification

Lisa Coffa
Coordinator
Waste Minimisation and Urban Agriculture
City of Yarra
PO Box 168 Richmond 3121

5th February 2016

Dear Lisa

Urban and Regional Food Declaration

Further to our recent conversations, I can confirm that by signing this Declaration, the City of Yarra will not be committing itself to the implementation of each and every action. The Declaration is not intended as a binding legal document that prescribes a strict set of targets and implementation deadlines. Rather, it is intended to provide a shared set of concepts, a shared vision and set of principles, according to which its signatories express their intention to take steps to move towards a healthy, sustainable and fair food system that works for the benefit of everyone in their communities.

As such, the Declaration can be viewed as a high-level statement of principle, which we believe is consistent with the commitments that the City of Yarra, and other local governments throughout Victoria and indeed throughout the country, have already embraced through key municipal documents such as the Council Plan and the Municipal Health and Wellbeing Plan, as well as the Council's own Urban Agriculture Strategy. The specific pathways and actions to implementation of these commitments is of course a matter for the Council to deliberate upon, in consultation with community members.

We are delighted that the City of Yarra is considering the endorsement of the Declaration. We would be very excited to welcome the City of Yarra in joining with the City of Melbourne, the City of Ballarat, the City of Greater Geelong and the Mornington Peninsula Shire Council, as leading Victorian municipalities that have deliberated upon and endorsed this Declaration, thereby publicly signalling their commitment to work towards a healthy, fair and sustainable food system for everyone.

If you would like any further information, please let me know.



Dr Nick Rose
Executive Director
Sustain: The Australian Food Network

11.4 Darling Gardens playground Design Reference Group - Terms of Reference

Trim Record Number: D16/66292

Responsible Officer: Assistant Director Planning and Place Making

Purpose

1. Council is currently consulting on the proposed location for a playground upgrade in Darling Gardens and is seeking feedback from the community on the design attributes and play elements that will inform the playground upgrade. As part of this process, Council will consider the composition of a Design Reference Group and associated Draft Terms of Reference that will inform this playground design.

Background

2. At the Ordinary Meeting of Council on 6 October 2015, it was resolved:
 1. *That Council:*
 - (a) *notes the further report from Officers on the Darling Gardens Master Plan following the additional public exhibition period; and*
 - (b) *notes and thanks the community for its contribution to discussion on the Darling Gardens Draft Master Plan.*
 2. *That Council endorses an amended Darling Gardens Draft Master Plan (Attachment 1) subject to the following substantial amendments:*
 - (a) *deletion of the circular walking path; and*
 - (b) *deletion of the gym fitness stations;**and the following minor amendments:*
 - (c) *increase priority of implementation of a path along the southern edge of the Gardens;*
 - (d) *Include as an action item a review of drinking fountain locations and numbers in Darling Gardens to ensure they meet the needs of park users; and*
 - (e) *include as an action item a rationalisation of the path network to and around the BBQ/picnic area.*
 3. *That Council notes that funding is available in the 2015/16 Capital Works Budget to commence with design and consultation on the children's playground and authorises officers to engage with Clifton Hill Primary School and community as part of the design process and location. Offices bring a report back to Council on design process and location.*
 4. *That this resolution and the adopted Master Plan be distributed to the Heritage Advisory Committee for noting, and raised at the next available Committee meeting for its members' attention.*
3. Consultation on the playground upgrade commenced with the distribution of information to residents in March 2016 and the commencement of an online survey that would have the consultation period conclude on 22 April 2016.
4. Subsequent to distribution of this information, and in response to feedback from the community, Council officers determined to modify the nature of the consultation material and recommence the consultation period on 31 March, with the consultation period set to conclude on 16 May.

5. In addition to this opportunity for residents to contribute to discussion on this proposal via direct feedback and the online survey, Council is able to consider the establishment of a Design Reference Group, potentially comprising of a representative group of park users who could review the feedback received prior to 16 May, and add further value to the playground design.

External Consultation

6. External consultation on this topic is currently underway, with written feedback and contributions via the online survey to conclude on 16 May.

Internal Consultation (One Yarra)

7. The establishment of a Design Reference Group (reference group) would be primarily focussed on community consultation, however the structure and role of the reference group has been considered by the Advocacy & Engagement Unit and the Planning and Place Making Division.

Financial Implications

8. Should a reference group for the playground upgrade be established, it is expected that Council will incur costs in the order of \$1,000 - \$1,500 to coordinate the meetings.

Economic Implications

9. There are no economic impacts associated with the establishment of a design reference group associated with the Darling Gardens playground upgrade.

Sustainability Implications

10. There are no sustainability implications associated with the establishment of a design reference group associated with the Darling Gardens playground upgrade.

Social Implications

11. There are no social implications associated with the establishment of a design reference group associated with the Darling Gardens playground upgrade.

Human Rights Implications

12. There are no human rights implications associated with the establishment of a design reference group associated with the Darling Gardens playground upgrade.

Communications with CALD Communities Implications

13. As the composition of the reference group would be subject to an expression of interest process, any communications to residents would include a translation panel containing advisory text in eight languages: Vietnamese, Greek, Mandarin, Cantonese, Italian, Turkish, Arabic and Spanish.
14. Reference group members who may speak a language other than English would be provided with the support of a translator if required.

Council Plan, Strategy and Policy Implications

15. There are no Council Plan implications associated with the establishment of a design reference group associated with the Darling Gardens playground upgrade.

Legal Implications

16. If established, a design reference group associated with the Darling Gardens playground upgrade would not be a decision making Committee under the Local Government Act but would be in a position to advise Council on matters relating to the playground upgrade.

Other Issues

17. The establishment of a reference group was not identified as part of the community consultation process which commenced on 31 March and extends until 16 May 2016. The current consultation process will conclude prior to the establishment of the reference group and members of this group would be given the opportunity to review the feedback received during this period. Members of the group would not be provided with any personal information of submitters who participate in the current consultation process.
18. If established, the reference group could consider community input received during the consultation process, however the reference group would not have direction from Council as to the preferred location. As a consequence, the reference group may be required to provide advice to Council on playground features that consider more than one location.
19. A draft Terms of Reference for the Darling Gardens playground design reference group has been included as Attachment 1. Council may determine to approve the draft Terms of Reference or amend it as required. The draft Terms of Reference identifies the Chief Executive Officer as being responsible for approving membership of the reference group, having invited residents who have responded to the Darling Gardens playground Expression of Interest process.
20. The reference group would not be a decision making group. It is proposed that the reference group would meet on two (2) occasions before reporting back to Council through the Manager Recreation and Open Space.
21. The reference group would provide Council with input into the design and location of the playground based on the members' experience and understanding of the park and the feedback received during the consultation period.
22. Following a decision from Council on the location of the playground, a draft playground design would be made available for general public comment prior to commencing the documentation and construction process.

Options

23. Council may consider three options relating to establishment of a design reference group for the Darling gardens playground.

Option 1 - Council approves the establishment of a design reference group in accordance with the terms of reference on the basis that the Chief Executive Officer, in consultation with Langridge Ward Councillors, will appoint members of the Group following an expression of interest process.

Pros

24. The reference group would be able to draw on the feedback received during the current consultation process and provide Council with further direction on the playground location and features in Darling Gardens.
25. Community members would have the opportunity to nominate themselves for membership of the Group based on the terms of reference.
26. Council, through the CEO and Langridge Ward Councillors would have the opportunity to approve membership of this group based on submissions received and would not rely solely on those who have made submissions to date.

Cons

27. The expression of interest process can be expected to take a minimum of two (2) weeks. Depending on the number of submissions received, an evaluation process would then follow and it is likely that Council would not consider not consider a report on this matter until late July.

Option 2 - Council does not support the establishment of a design reference group and that the existing consultation process be used to inform Council when determining the design and location of the Darling Gardens playground.

Pros

28. The current consultation process would conclude on 16 May and, after evaluating the feedback received, Council could consider a report on 7 June.
29. Council would be able to consider feedback received during the consultation process and confirm a location of the playground before playground design elements are confirmed.

Cons

30. While Council would be in a position to make a decision on the location of the playground via the current process, the next opportunity for the community to comment on design would follow preparation of a draft design.

Conclusion

31. The opportunity to establish a design reference group to contribute to the playground location and design within Darling Gardens is an additional level of consultation that could add value to the feedback received through the current consultation process.
32. The process of establishing a reference group would extend the consultation process prior to Council considering this matter, but would enable a group of interested residents to participate in the consultation and design process.
33. The extent of feedback received to date is such that it is considered that the reference group could be drawn from those who have contributed to this topic and adequately reflect the various user groups that use Darling Gardens.

RECOMMENDATION

1. That Council:
 - (a) notes that consultation on a playground location in Darling Gardens, including feedback on design elements for that playground, is underway and concludes on 16 May;
 - (b) notes the Draft Terms of Reference (*Attachment 1*);
 - (c) authorises officers to call for expressions of interest from residents to nominate themselves as members of the Darling Gardens playground design reference group; and
 - (d) authorises membership of the Darling Gardens playground design reference group to be determined by the Chief Executive Officer in consultation with Langridge Ward Councillors.

CONTACT OFFICER: Justin Hanrahan
TITLE: Manager Open Space and Recreation
TEL: 9205 5720

Attachments

- 1 Darling Gardens playground design reference group - Draft Terms of Reference

Attachment 1 - Darling Gardens playground design reference group - Draft Terms of Reference

Introduction

Darling Gardens is the largest piece of public open space in west Clifton Hill offering active and passive recreation opportunities to the community.

In order to effectively manage the facility, Council undertook a Master Planning process for the Gardens through 2014/15 and identified infrastructure and management options for the park that provide a safe, accessible and flexible open space that serves this broad range of users.

Yarra City Council determined, at its Ordinary Meeting in May 2016, to establish a Darling Gardens playground design reference group to assist the Council in its deliberations relating to the location and nature of a new playground. The Group will comprise members of the Community, Councillors and will be supported by Council Officers.

Purpose and role of the Darling Gardens playground design reference group

In October 2015, Council resolved to commence community consultation to gauge community opinions on the location and nature of a playground in Darling Gardens. This consultation commenced in April 2016 and concludes on 16 May 2016.

Contributions made by residents to this process will be made available to the members of the design reference group who will be required to consider all feedback received to date and provide further context to the process as regular users of the Darling Gardens.

The contributions of the reference group will be considered in an officer report and recommendations to Council, expected to be tabled no later than August 2016.

A particular emphasis of the reference group will be to inform design solutions that will provide an improved play opportunity for families and young children while enhancing the amenity of the park for all users.

Council will consider the suggestions, advice and recommendations from the reference group, as well as the earlier community feedback, when making decisions on this matter.

Membership and Operation

The Darling Gardens playground design reference group will include members of the local community who have made contributions to development of the Darling Gardens playground upgrade and have expressed interest in the location and design elements of a playground in the park.

- Three (3) persons who identify as regular users of the Darling Gardens playground
- Three (3) persons who identify as users of Darling Gardens for passive recreational purposes

Council has supported the participation of Clifton Hill Primary School to participate in the design process and their contribution shall be through one of the three positions on the reference group identified as regular users of the playground.

It is expected that all members of the reference group will be active members within the local community and will be able to add value to the reference group process through their understanding of the nature of use of Darling Gardens and its playground.

City of Yarra Councillors from Langridge Ward will not participate in meetings of the reference group, while officers from the Recreation and Open Space Branch will attend the meetings on behalf of Council.

An independent facilitator will be provided to support the reference group and assist in facilitation of dialogue to enable a report to be prepared by the Group.

Attachment 1 - Darling Gardens playground design reference group - Draft Terms of Reference

Methodology

The reference group will be resourced by the Recreation and Open Space Branch and will meet twice, for a period of up to 90 minutes each at the Collingwood Town Hall.

Meetings will be held on the following dates:

- **23 June 2016:**
Purpose: to consider feedback from community and provide further context based on park usage and personal experience
- **4 July 2016:**
Purpose: to inform design solutions prior to reporting back to Council

Selection of applicants

Expressions of Interest process

All interested parties are encouraged to formally apply to be appointed to the reference group, by forwarding a letter or email to Justin Hanrahan, Manager Recreation & Open Space Services.

The nominations for participation in the reference group will be evaluated against the following criteria:

- Residential address (preference will be given to Yarra/Langridge Ward residents);
- Frequency and nature of use of Darling Gardens;
- Current networks within the Yarra community including memberships of local resident groups; and
- Broad understanding of the nature of play as a current or past user of public playgrounds.

Successful candidates will be expected to make a commitment to attend both meetings in order to maintain continuous discussion within the group as proxies will not be considered appropriate.

The final composition of the reference group will be approved by the Chief Executive Officer and Langridge Ward councillors.

More information can be obtained by contacting Manager Recreation & Open Space, Justin Hanrahan on 9205 5720 or via e-mail at Justin.Hanrahan@yarracity.vic.gov.au.

Proposed timelines

Applications open:	9 May 2016
Applications close:	20 May 2016
Confirm members of Group:	by 27 May 2016
Meeting 1:	2 June 2016
Meeting 2:	16 June 2016
Report back to Council:	19 July 2016

11.5 Revised Water Sensitive Urban Design (WSUD) Policy

Trim Record Number: D16/20941

Responsible Officer: Manager Engineering and Asset Management

Purpose

1. To seek adoption of a revised policy for Water Sensitive Urban Design (WSUD). The previous policy – the Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets expired on 28 June 2015. The revised policy seeks to acknowledge that storm-water is considered as an asset and that there is association between WSUD projects storm-water management, liveability and urban greening.

Background

2. The expiry of the previous Council policy in June 2015 provides an opportunity to review the scope and contents of the policy and especially whether it sufficiently reflects contemporary thinking about water management.
3. The water sector in Melbourne has seen a number of changes since 2011 with a new emphasis on the need for integrated water management to reduce costs associated with transport from distant reservoirs and attempts to generate local solutions to water supply problems, particularly via increased access to fit-for-purpose water.

External Consultation

4. External consultation was not necessary for this report.

Internal Consultation (One Yarra)

5. Internal branches were consulted regarding the revised policy, including: Engineering Services; Engineering Operations; Sustainability and Strategic Transport; and Open Space. Their input has helped refine the policy.

Financial Implications

5. The adoption of the policy places no financial obligation on Council. Each year projects to meet this policy are presented as part of the budget process.
6. There are three avenues through which financial support for WSUD and stormwater management is expressed.
 - (a) the ten year capital program for new works – An annual budget of \$260,000 supports a small number of WSUD projects. Additionally several large scale WSUD projects have been identified and profiled for delivery in the 10 year plan. However these projects will require support and possibly funding from State and Federal Governments, external bodies and water authorities to be progressed;
 - (b) the operating budget currently \$50K- this supports street and drain cleansing. Many tonnes of sediment are removed via operational activities that prevent it entering the two main waterways that form part of Yarra's boundaries, i.e. Merri Creek and Yarra River. Adoption of the policy assumes these key operational activities will continue at least at current levels; and
 - (c) the recommended renewal program \$50K– this supports renewal of rain gardens that have reached an age where re-setting needs to be considered should it be required that they continue to perform a storm-water treatment function.

Economic Implications

7. The economic implications of adoption of the policy is that it will help enable Yarra to be a more liveable and attractive urban environment due to a greater incidence of greenery supported by water and especially stormwater.

Sustainability Implications

8. The adoption of the policy accords with sustainable management of a key resource such as water. The policy re-affirms Yarra's commitment to increasingly sustainable management of water with an emphasis on water efficiency in irrigation of open space and increasing re-use of various water sources including stormwater.

Social Implications

9. The policy supports gaining access to sources of water that will make the urban environment in Yarra more liveable and resilient to climate change. It will hopefully contribute to a decline in heat related stress in the Yarra community via increased retention of water in the landscape and its support of shading.

Human Rights Implications

10. There are no human rights implications from this policy.

Communications with CALD Communities Implications

11. There are no CALD implications from this policy.

Council Plan, Strategy and Policy Implications

12. Adoption of the policy is considered to be consistent with the intent of the Council Plan 2013-17. The Council Plan 2013-17 seeks to increase implementation of water-sensitive urban design (Strategic Objective 4, p. 29) and is supportive of the direction of the revised policy.

Legal Implications

13. The revised policy accords with the Environment Protection Act (1970) and its State Environment Protection Policy (Waters of Victoria) and relevant Schedules F7 (Waters of the Yarra) and F6 (Waters of Port Phillip Bay).
14. The State Environment Protection Policy (Waters of Victoria) requires municipal programs to be consistent with the policy and states a goal that Councils will ensure that stormwater management is improved.
15. Schedule F7 (Waters of the Yarra) requires that urban stormwater run-off is managed to protect beneficial users (e.g. passage of indigenous fish, maintenance of indigenous riparian vegetation etc.) and that existing drainage systems are managed in accordance with best practice. It is further required that the environmental performance of the drainage system is progressively improved.

Other Issues

16. Major storm-water harvesting works will provide significant assistance to the achievement of the outcomes for this policy. It is recognised that these projects are expensive and heavily reliant on grant funding from State and/or Federal Government. The adoption of the policy carries no implication that Council should be the majority contributor in the funding of major storm-water harvesting projects. Projects of this type would also carry recurrent costs, while these projects are still in the development stage with design still some time away these costs are yet to be quantified.
17. WSUD policy does not only cover rain gardens it is designed to ensure water (all its forms) is considered in future construction of infrastructure projects. This includes but it not limited to;
 - (a) Passive irrigation of trees and planted outstands;
 - (b) Planted Sediment traps;
 - (c) Permeable pavements;
 - (d) Planted Litter traps;
 - (e) Litter and sediment traps with water harvesting; and
 - (f) Water saving appliances being used in building projects.

Options

18. Council can adopt the draft policy as per the officer's recommendation or propose amendments to the policy by alternate resolution.

Conclusion

19. The adoption of this policy reaffirms Councils position on WSUD and its commitment to the environment.

RECOMMENDATION

1. That the revised Water Sensitive Urban Design (WSUD) Policy be adopted.

CONTACT OFFICER: Kathleen Burke
TITLE: Asset Drainage Engineer
TEL: 9426 1599

Attachments

- 1 2016 Revised WSUD Policy for Council Infrastructure Assets
- 2 Revised WSUD Guidelines 2016

Attachment 1 - 2016 Revised WSUD Policy for Council Infrastructure Assets



Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets 2016

1. Introduction

Council's Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets was adopted on May 2016. This Policy is supported by Water Sensitive Urban Design (WSUD) Guidelines for City of Yarra Works, 2016.

2. Policy Purpose

The purpose of the policy is to:

- articulate council's position on WSUD; and
- ensure there is an integration of effort across council divisions to achieve sustainable and integrated WSUD projects resulting in improved liveability outcomes for the community.

WSUD principles are that council seeks to:

- improve liveability outcomes in all planning and works activities;
- improve the urban environment with increased green infrastructure
- reduce dependence of high cost potable water;
- use storm water for non-potable purposes;
- create water projects of various scales;
- protect public health and the environment; and
- enable heat mitigation.

3. Policy Scope

Council is bound by the regulations listed in the Environmental Protection Act to undertake improvements to stormwater management and in particular the State Environment Protection Policy (Waters of Victoria) Waters of the Yarra Catchment - Schedule F7 and Waters of Port Phillip Bay - Schedule F6

Key outcomes of WSUD projects are:

- an improved urban environment with healthy waterways containing reduced stormwater volumes and pollutants;
- increased and higher quality green infrastructure, thereby enabling a range of social and environmental benefits including urban heat mitigation;
- a healthier, greener municipality enabling greater contact with nature for the community and a more attractive urban environment benefiting businesses and the community;
- the replacement of potable water for irrigation of open space; and
- improved greening of the urban environment including streetscapes, with passive irrigation of street trees.

Responsible Officer: Manager Engineering and Asset Management
Document Name: Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets 2016
Originally Adopted: 28 June 2011
Revised: May 2016
Adopted in Revised Form:

Page 1 of 2

Attachment 1 - 2016 Revised WSUD Policy for Council Infrastructure Assets



Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets 2016

4. Policy Statement

It is the Policy of Yarra City Council

- To acknowledge that stormwater is an asset.
As the manager of the local drainage and stormwater system Council has the ability to capture, store and use stormwater as an alternative to potable water.
- Require the use of stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways.
- To identify and investigate WSUD opportunities at project inception, ensuring WSUD principles are included in project briefs and tender documents and in Project Implementation Plans. Further, wherever possible, incorporate WSUD into the following:
 - kerb and channel reconstruction;
 - new traffic treatments;
 - street tree planting in streets;
 - replacement of permeable surfaces with impermeable where loss of permeability can be feasibly offset;
 - proposed works modifying existing drainage;
 - proposed new garden beds;
 - proposed new community garden projects;
 - construction of new parks and conversion of roads to open space and
 - construction of new Council buildings or renewal, upgrade or maintenance of existing buildings.
- To ensure Council's infrastructure works seek to comply with the best practice performance objectives for total suspended solids, total phosphorus and total nitrogen and litter, as set out in the *Urban Stormwater Best Practice Environmental Management Guidelines*, Victoria Stormwater Committee 1999 (or as amended)
- Continue to cooperatively work with other agencies to implement WSUD projects that benefit the City of Yarra and its environment and create a more water sensitive city.

5. Procedures

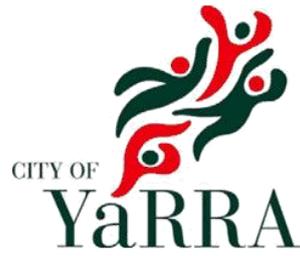
All Council officers responsible for the management of Council assets are required to investigate opportunities for WSUD in all works. Council officers are required wherever possible to observe and work towards achieving the adopted policy and targets outlined above.

6. Related documents.

City of Yarra Water Sensitive Urban Design Guidelines 2016

Responsible Officer: Manager Engineering and Asset Management
Document Name: Water Sensitive Urban Design (WSUD) Policy for Council Infrastructure Assets 2016
Originally Adopted: 28 June 2011
Revised: May 2016
Adopted in Revised Form:

Attachment 2 - Revised WSUD Guidelines 2016



**Water Sensitive Urban Design (WSUD)
Guidelines for
City of Yarra Works**

Revised May 2016



Attachment 2 - Revised WSUD Guidelines 2016

WSUD Guidelines for City of Yarra Works

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WSUD Guidelines for City of Yarra Works

1. Background

At 3rd May 2016 Council adopted a revised WSUD Policy for Council Infrastructure Assets and supported the proposed implementation strategy to better integrate WSUD across Council asset management.

The 2016 policy seeks to:

- ensure Council's infrastructure asset management works complied with the best practice performance objectives for total suspended solids, total phosphorus and total nitrogen, as set out in the *Urban Stormwater Best Practice Environmental Management Guidelines*, Victoria Stormwater Committee 1999 as amended;
- require the use of stormwater treatment measures to improve the quality and reduce the flows discharged to waterways;
- ensure that water efficiency measures were included in new or upgraded infrastructure asset management works;
- prevent litter being carried off-site in stormwater flows;
- identify and investigate WSUD opportunities at project inception and their inclusion in Project Implementation Plans; and
- include WSUD principles in project briefs and tender documents.

The Policy also seeks to, wherever possible, incorporate WSUD into various Council works, especially those delivered by the then Infrastructure Services.

The 2016 revised policy should be reviewed in 3 years.

2. What Does The Policy Mean for Council Works?

The revised 2016 Policy means that when any works are planned or undertaken across Council, consideration must be given to water issues and especially stormwater quality and volume reduction.

The Policy makes particular mention of all road related and drainage works, new Open space and planted projects, new and upgraded buildings, as well as emphasising the need for commitment to WSUD innovation and stormwater and rainwater capture and re-use.

3. Objective of the Works Guidelines

The purpose of the Guidelines is to ensure that the 2016 Council Policy is translated into practice through the planning, design and construction of capital works. The Guidelines therefore serve as a prompt to officers that water management must be a key consideration in works planning as it is Council policy that WSUD considerations "will be integrated into renewal, upgrade, new and maintenance works." A key function of this document is to provide initial information that can help in that integration task.

4. Why is WSUD Important?

Water Sensitive Urban Design (WSUD) seeks to treat all forms of water (potable water, rainwater, stormwater, greywater and blackwater) as resources that should be managed.

WSUD seeks to change the way we create infrastructure on public lands and roads with WSUD being a vehicle to provide a more liveable urban environment with more green infrastructure and pervious surfaces. In seeking to place value on all forms of water rather than defining many forms of water as waste and simply discharging them

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WSUD Guidelines for City of Yarra Works

rapidly to a receiving water body, the WSUD philosophy seeks to retain water as locally as possible, ensuring that it can be put to a fit-for-purpose use with as much water as possible retained within catchments for infiltration, or until treatment has permitted it to be discharged to a receiving water body at a suitable time that does not provide detriment.

WSUD has merged with notions of integrated water management and become increasingly directed to the achievement of more liveable urban environments. Especially to support additional green infrastructure with more shaded and attractive urban environments that can mitigate heat, make physical activity more and add value and vibrancy to residential and commercial precincts.

5. Applying WSUD

In a City of Yarra context, the application of a WSUD philosophy means that when works are planned, it must be possible to demonstrate that for:

(i) Building Works

- rainwater harvesting and reuse has been considered where new, refurbished or extended roofs are installed.
 - possible internal uses such as toilet flushing, dishwashers, clothes washing machines, hot water for showers, evaporative air conditioning (especially where cooling via ceiling fans or building shading is deemed insufficient) and any other uses considered appropriate
 - any possible external uses for green walls, garden or open space irrigation, either in the immediate vicinity of the building or for open space in the local area.
- tank sizing has considered some over-sizing to limit overflows in more intensive rainfall events thereby improving reliability of supply. This would also contribute to reducing discharge to local waterways.
- any increased building footprint size has compensating WSUD offsets that maintain or reduce stormwater discharge compared with the previous building through: increased rainwater harvesting and re-use; increased pervious areas; increased on-site retention and infiltration of stormwater; or a combination of all of these or other measures.
- a range of water efficiency measures will be included in the fit out of the new or refurbished building including, but not limited to: tap aerators, flow restrictors; water efficient showerheads, toilet cisterns, dishwashers, washing machines and evaporative coolers (if applicable); waterless urinals; and re-circulators (or similar) for initial water from hot taps. Greywater diversion to garden may also be considered in some circumstances where garden is a significant element of the grounds and has appropriate soil percolation characteristics.
- the capacity of the local stormwater drainage system has been considered and that Council through its works will be setting an example, via its building works, for retention of stormwater in a manner that does not put additional stress on the capacity of the local drainage system, or even seeks to relieve some of that capacity through the provision of additional storage capacity beyond the site requirements.

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WSUD Guidelines for City of Yarra Works

(ii) Road Related Works

- all opportunities for:
 - impervious surface reduction and replacement with vegetated areas;
 - pervious pavements especially in low traffic areas such as footpaths;
 - stormwater re-use via tree or garden bed irrigation within the works site;
 - reset of a reduced road area with increases in near source WSUD elements to assist in lowering sediment and leaf litter discharges to the drainage system;
 - a formal bio-filtration raingarden;
 have been explored during the planning phase.
- where major road re-construction is contemplated for wider streets (in excess of 22 metres property boundary to property boundary), all opportunities for development of centre vegetated swales are explored with drainage to that point. The road could be reconfigured to fall into the centre or in some cases perhaps cross-fall to one side.
- any drainage works have given consideration to the potential for direction of flows to any adjacent open space area, or the potential to link or direct flows to open space areas for subsequent harvesting and irrigation purposes.

(iii) Open Space or Various Garden Works

- address possible water repellence (hydrophobia) as part of construction to increase soil permeability.
- new works have been designed with The use of appropriate plants for soil condition and climate conditions.
- location of new works has sought to assess within project feasibility, the availability of irrigation for parks and gardens, including streetscapes, from alternative water sources.
- any increase in the number of open space areas under Council management and/or any increase in the total hectares of open space must not contribute to a rise in potable water demand incompatible with an overall, longer term downward trend in its use.
- there is recognition that open space (along with the Leisure Centres), are Council's largest water users by a significant margin and advances in reduction of potable water use must continue to be made from the open space area and should come about as a result of increasingly efficient application of irrigation water, as well as new alternative sources.

6. Staff Resourcing for the Application of WSUD

Specific staff training will need to be undertaken to ensure WSUD is embedded within everyday work practices and becomes part of the professional outlook of staff across Infrastructure Services.

Training courses that may need to be conducted could include:

- water sensitive road design
- water sensitive building design -

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WSUD Guidelines for City of Yarra Works

- water sensitive open space design and management -

7. Other WSUD Resources

Sections 7.1 through 7.4 provide an overview of documentation relating to WSUD

7.1 Guideline Documents

- *Water Sensitive Urban Design Engineering Procedures: Stormwater*, Melbourne Water, CSIRO Publishing 2005; and the earlier
- *Urban Stormwater Best Practice Environmental Management Guidelines*, Victorian Stormwater Committee, CSIRO Publishing, 1999.
- *Streetscape WSUD Raingarden & Tree Pit Design Package*, Moreland City council, GHD, 2013 (updated 2015)
- *Water Sensitive Urban Design Guidelines*, City of Yarra WSUD implementation Report November 2007, Melbourne Water, City of Yarra, 2007

7.2 Victorian Training Organisations & Industry Advice

Clearwater : http://www.clearwater.asn.au/resource_library

8. Measures for Achieving WSUD

8.1 Water Sensitive Road Design (WSRD)

Yarra's roads are responsible for generating 72% of all Total Suspended Solids (TSS) The road system is responsible for the generation of 488 tonnes of TSS each year. Total nitrogen load at 4.4 tonnes.

It is important that available opportunities for construction of street tree pits and on-street raingardens are taken up in conjunction with LTAM's road re-design, re-construction and re-sheeting, as per Council policy. . It is also critically important that the works phase of road re-construction observe sound environmental management practices to ensure that sediment is prevented from entering the stormwater system. Large scale WSUD opportunities should also be considered with road works.

8.2 Common WSRD Treatments

8.2.1 Swales, including Vegetated Swales and Bioretention Swales

A Vegetative Swale is a planted stormwater conveyance channel.
Bioretention Swale is a vegetative swale with bioretention element.

General information about swales can be found at the following link to the Melbourne Water website:
http://wsud.melbournewater.com.au/content/treatment_measures/swales/overview.asp

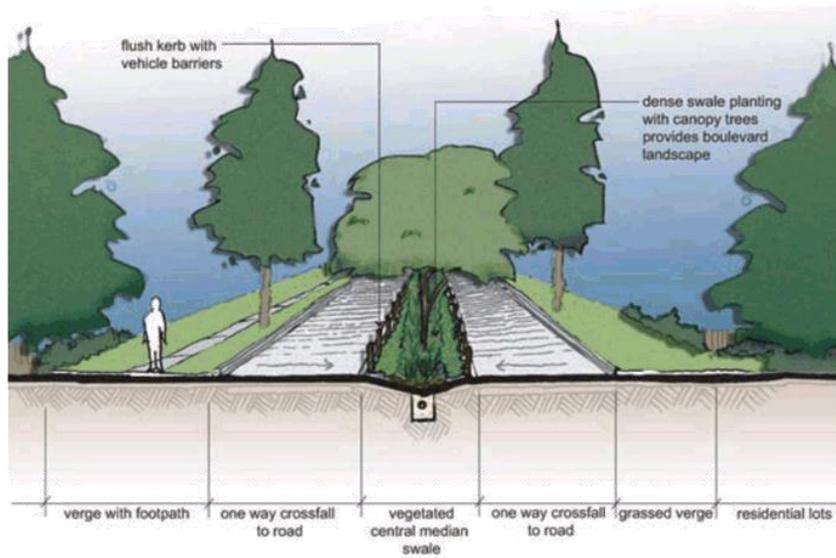
Examples of Swales

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WSUD Guidelines for City of Yarra Works



Centre median vegetated swale – landscape feature, stormwater treatment and some local detention.



Schematic of centre median vegetated swale

The design procedure for swales is set out in Section 5.3 of the Engineering Procedures

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WSUD Guidelines for City of Yarra Works

Planning for maintenance is an important element of vegetated swale design. Sections 5.5 and 8.5 of the WSUD Engineering Procedures outline various maintenance considerations that need to be accounted for. Maintenance that addresses sediment accumulation and debris removal is especially important.

8.2.2 Buffer Strips

Buffer strips are areas of vegetation through which runoff passes while travelling to a vegetated swale, or a bioretention area, prior to going to a discharge point. Like swales, buffer strips are useful in reducing sediment loads and rely on well-distributed shallow flows passing across them. Buffers can be used as an edge to swales, especially where flows are distributed and enter along the edge of the swale or at discrete points along a swale. Buffer strips can also take the form of primary sediment capture zones or indeed leaf litter capture zones.

8.2.3 Porous Pavements

Porous pavements are permeable surfaces that allow water to seep through the surface. They often have an underlying storage reservoir filled with aggregate material that provides temporary storage prior to infiltration into the underlying soils - should those soils permit. The heavy basalt clays of Yarra are likely to offer limited infiltration investigation on a case by case basis is needed.

Since the reservoir area underneath porous pavement stores and infiltrates surface runoff, using porous pavement can significantly reduce the amount of land needed for traditional stormwater management measures. Where infiltration is effective, porous pavement can increase groundwater recharge, reduce pollutants in stormwater runoff, and help alleviate flooding and contamination to streams.

Porous pavements take on many forms from permeable pavers to pebble material loosely bound together with resins that allow penetration of water. A number of porous paving products are commercially available and include:

- concrete grid pavements that allow stormwater to filter through voids in the concrete –
- plastic modular block pavements that allow stormwater to filter through voids in the plastic matrix -
- resin bonded stone and shredded rubber materials
- Permeable Bluestone, concrete and Asphalt
- Porous grates

Attachment 2 - Revised WSUD Guidelines 2016

WSUD Guidelines for City of Yarra Works



Eastern end of car park for Fitzroy Swimming Pool in the median of Alexander Parade, Fitzroy. These works were undertaken approximately 10 years ago.



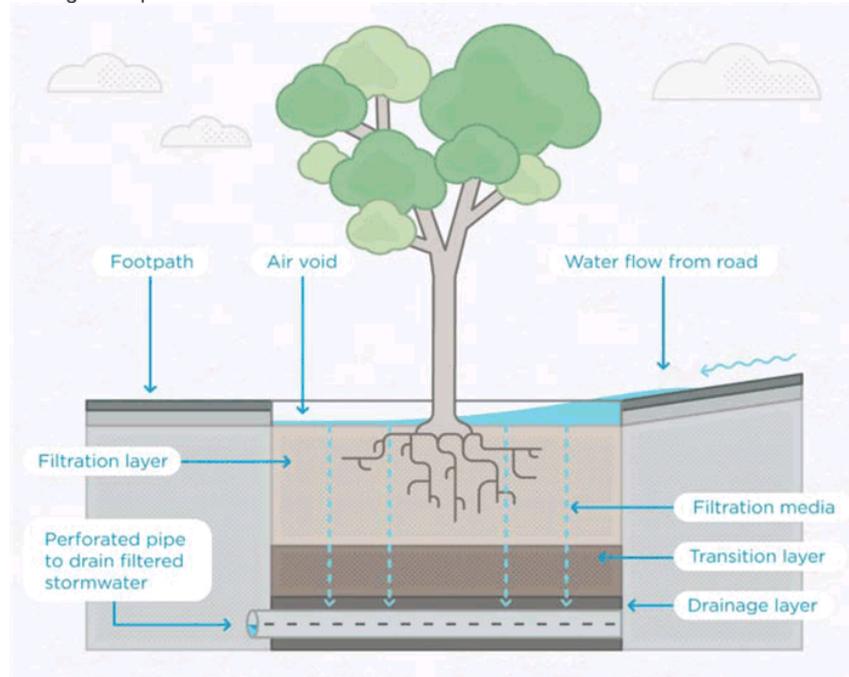
Side entry pit using porous material in grate

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WSUD Guidelines for City of Yarra Works

8.2.4 Street Tree Pits

A tree pit is a mini raingarden that comprises of a tree or large shrub planted with an underground pit.



Tree Pit schematic (Image from <http://urbanwater.melbourne.vic.gov.au/industry/treatment-types/raingarden-tree-pits/>)

Bioretention tree pits are designed with the primary intent of removing pollutants from stormwater before the water is discharged to the local waterway. Commonly, stormwater runoff enters the bioretention tree pit through a break in a standard road kerb and is filtered through the soil media as it infiltrates. Treated stormwater is then collected at the base of the bioretention tree pit via perforated pipes located within a gravel drainage layer before being discharged into conventional stormwater pipes. In most designs the conventional stormwater pipes also act as an overflow, taking flows that exceed the design capacity of the bioretention tree pits. Bioretention tree pits provide stormwater treatment as well as landscape amenity. An additional benefit is that the passive irrigation from stormwater reduces the demand for irrigation from other sources such as potable water.

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Examples of street tree pit plantings. Above at left, Little Collins St., Melbourne. At right, Batmans Hill Drive, Docklands.

8.2.5 Stormwater or Passive Irrigation of Street Trees

Passive irrigation is important at all available opportunities to achieve infiltration to local soils that can support tree growth thereby assisting evapotranspiration. Work to retrofit street trees should be accompanied by kerb and channel amendments to enable such passive irrigation where possible

8.2.6 OnStreet Raingardens

8.2.6.2 – Operation and Design of Raingardens

On-street raingardens provide temporary ponding of stormwater within the confines of the raingarden so that inflows can percolate through the media providing capture of pollutants and take up of nutrients via plant material. Should inflows exceed the design capacity of the raingarden, ponded flows are released through the overflow pipe which sits above the mulched surface (see below). A slotted pipe at the base of the raingarden allows flows that have percolated through the media to be re-connected with the local drainage system – albeit in a cleaner form with reduced contaminant loads.

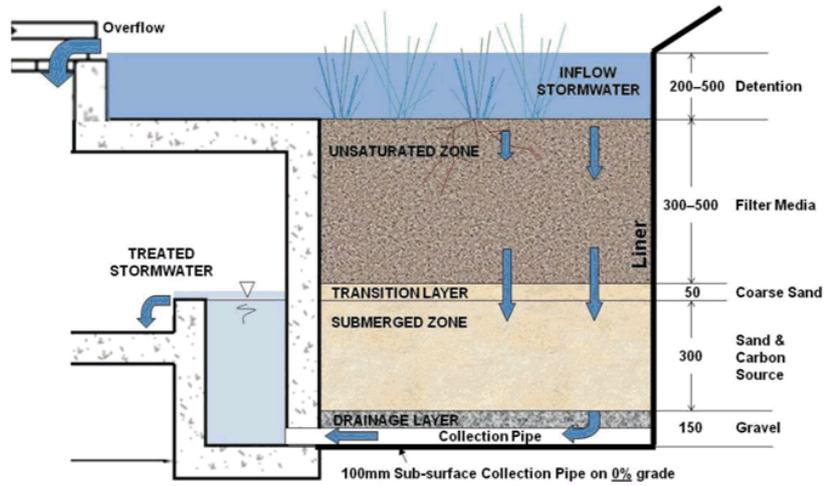
On-street raingardens in the City of Yarra have been designed in almost all cases as kerb outstands and in some cases existing outstands have been converted to raingardens.

Onstreet raingarden design considerations

- Street slope
- Catchment Size
- Media
- Maintenance
- Sediment catchment
- Plant Selection

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WSUD Guidelines for City of Yarra Works



Schematic representation of a raingarden (Source: FAWB, Stormwater and Biofiltration Systems – Adoption Guidelines, 2009 - Chapter 3, p. 32)



Bendigo St Raingarden Richmond

8.2.7 Sediment and Leaf Litter Traps

Sediment traps capture litter (vegetative and rubbish) and sediment.

Sediment and leaf litter traps can be employed in a variety of situations including within open space areas and in streets. Within the streetscape they could be potentially incorporated within existing kerb outstands, or built as new on-street structures.

These traps can in appearance look quite similar to raingardens, as they would often contain semi-aquatic plants. However, in terms of construction, they are simpler

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WSUD Guidelines for City of Yarra Works

structures than raingardens as they do not rely on filter media for treatment. They can also operate without necessarily being connected back to the sub-surface drainage system in the case of on-street systems.



Apperly St Sediment trap

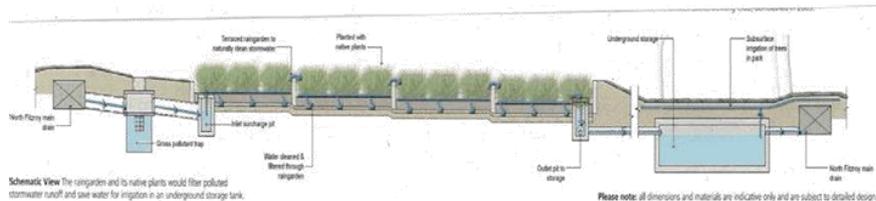
8.3 WSUD and Open Space

8.3.1 Open Space Raingardens

Open Space raingardens function the same as street scape raingardens.

8.3.1 Major Raingardens

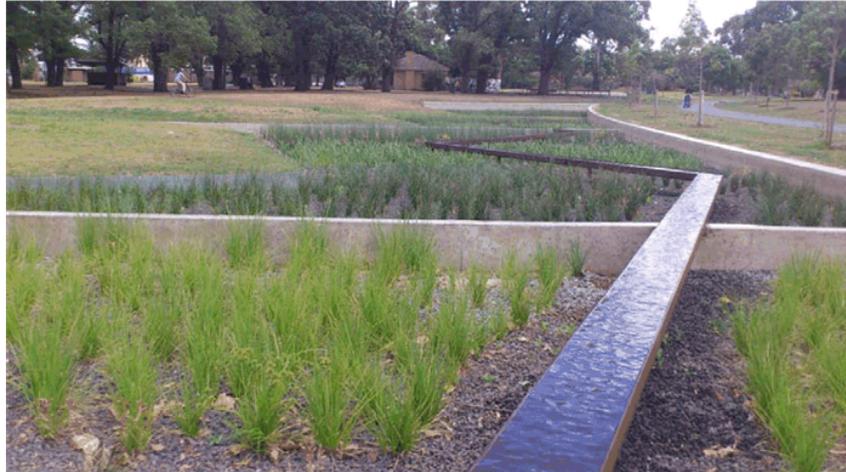
Major rain gardens capture and treat large amounts of stormwater. An example of a rain major raingarden is Edinburgh Gardens Raingarden and stormwater harvesting system. Design of new Open Space should include investigation into opportunities for larger scale raingardens or swales. A key opportunity associated with open space raingardens is their potential to include stormwater harvesting for irrigation of playing fields, parklands and garden beds.



Schematic view of the Edinburgh Gardens raingarden in North Fitzroy showing treatment of stormwater across the four raingarden cells prior to the 200,000 litre storage and re-connection to the North Fitzroy Main Drain.

Attachment 2 - Revised WSUD Guidelines 2016

WSUD Guidelines for City of Yarra Works



The 700 (approx.) square metre raingarden at Edinburgh Gardens in North Fitzroy

8.4 WSUD & Building Works

The City of Yarra should consistently also apply its WSUD policy to new buildings, existing buildings and their fittings and all refurbishments. Rainwater harvesting and re-use within buildings, for toilet flushing should be a key consideration. Replacement of roofs, gutters and downpipes is especially an opportune time to consider installation of rainwater tanks and reuse systems.

In addition, the adoption by Council of the ESD Buildings Policy in October 2011 further commits Council to water savings in relation to buildings

8.4.1 New Buildings

Where new buildings are planned, the conservation of all resources including water must be taken into account. A building water demand assessment should be undertaken as part of the planning and design process and rainwater harvesting linked to maximisation of re-use within buildings. Options for re-use include:

- toilet flushing
- all hot water uses including appliances such as dishwashers
- clothes washing machines (which should use cold water only)
- cold water for showers
- evaporative air conditioning (
- possible external uses for green walls, garden or open space irrigation, either in the immediate vicinity of the building or for open space in the local area.

New buildings should also give consideration to a range of other water efficiency measures including, but not limited to:

- tap aerators
- flow restrictors
- water efficient showerheads

Attachment 2 - Revised WSUD Guidelines 2016

WSUD Guidelines for City of Yarra Works

- toilet cisterns
- waterless urinals
- re-circulators (or similar) for initial water from hot taps.

Greywater diversion to garden may also be considered in some circumstances where the garden is a significant element of the grounds. Care must be taken to exclude water from kitchen sinks if greywater is being considered.

It is also important to consider some over-sizing of the rainwater collection tank to limit overflows in prolonged rainfall events thereby improving reliability of supply, but also contributing to reduction of discharge to local waterways and even local flood. Should Council need to obtain a planning permit for works, it is possible that conditions may be applied from Melbourne Water requiring that stormwater be managed in line with Best Practice as set out in the Urban Stormwater Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999).

Overall, as suggested at the start of this document, Council should be seeking to be a leader in WSUD and to demonstrate that through its own building works.

11.6 Review of Local Government Electoral Arrangements

Trim Record Number: D16/42452

Responsible Officer: Group Manager Chief Executive's Office

Purpose

1. To seek Council endorsement of the Yarra City Council submission to the Victorian Government's review of the *Local Government (Electoral) Regulations 2005* (refer to the draft submission attached as *Attachment 1*).

Background

2. The Local Government (Electoral) Regulations are made under section 243 of the Local Government Act 1989, with the objective of prescribing matters that relate to the conduct of local government elections.
3. While the regulations were originally scheduled to sunset in August 2015, the passage of the *Subordinate Legislation (Local Government (Electoral) Regulations 2005) Extension Regulations 2015* had the effect of extending the expiry date to 8 August 2016.
4. The State Government is now reviewing these regulations with a view to enacting the *Local Government (Electoral) Regulations 2016* later this year.
5. In support of this review, Local Government Victoria published a Discussion Paper outlining the proposed changes to the Regulations, as well as those areas where no changes are proposed.
6. The attached draft submission sets out specific response to each of the matters proposed for change in the Discussion Paper, as well as raising a proposal for better targeting the opening hours of the early voting centre.
7. In summary, the draft submission contains the following policy positions:
 - (a) Council remains committed to attendance elections and therefore does not have a view as to whether a candidates' indication of preferences should be included in postal ballot packs sent to voters at postal elections;
 - (b) Council does not support the proposal to introduce a set of standard questions to be put to each candidate;
 - (c) Council supports the proposed increase in the candidate statement word limit from 150 to 200;
 - (d) Council has concerns that the acceptance of postal votes up to nine days after Election Day would result in delays in the declaration of results and the ability to officially swear in candidates;
 - (e) Council supports the ability for candidates to submit candidate statements electronically;
 - (f) Council supports the ability for voters at attendance elections to apply for a pre-poll postal vote electronically;
 - (g) Council supports the ability for persons to check their entitlement to be enrolled on the voters' roll at any time;
 - (h) Council supports the ability for the VEC to conduct a count of ballot papers outside the municipality without requiring prior consent from the council, provided adequate notice of the location of the count of ballot papers continues to be provided to candidates and scrutineers; and
 - (i) Council supports the VEC to assume custody of election materials after the election, provided Council is not charged for this service.

External Consultation

8. No external consultation has been conducted in relation to this draft submission.

Internal Consultation (One Yarra)

9. No internal consultation has been conducted in relation to this draft submission.

Financial Implications

10. This submission proposes a reduction in the opening period for pre-postal voting, from the current 32 days to the 15 days before election day. It is estimated that this would result in a minor operational saving associated with reduced staffing costs, although these savings would be partly offset by the increased costs associated with the proposed opening of the early voting centre on two Saturday mornings.

Economic Implications

11. There are no direct economic implications arising from the changes proposed in the Discussion Paper or raised in this submission.

Sustainability Implications

12. This submission is supportive of the increased use of electronic means for submission of candidate statements and applications for pre-postal votes. This change is likely to result in a minor environmental benefit of reduced paper use and transport related emissions.

Social Implications

13. There are no direct social implications arising from the changes proposed in the Discussion Paper or raised in this submission.

Human Rights Implications

14. In order to Gazette the proposed *Local Government (Electoral) Regulations 2016*, the Minister for Local Government must ensure that a human rights certificate is prepared which certifies whether the proposed statutory rule does or does not limit any human right set out in the Charter of Human Rights and Responsibilities or that any limitations can be appropriately justified.
15. No specific human rights matters have been identified at this time.

Communications with CALD Communities Implications

16. The draft submission raises a concern with a proposed requirement that candidates be required to declare whether they have participated in training to prepare for the role of Councillor and whether they have read two specific Council policy documents – something that presents unique challenges for a candidate that does not speak English. Aside from that issue, no further CALD communications have been identified at this time.

Council Plan, Strategy and Policy Implications

17. The City of Yarra Council Plan 2013-2017 includes the Strategic objective of “Leading Local Government”. This objective requires leadership across a range of areas, and by making a meaningful and considered contribution to the review of the Local Government (Electoral) Regulations; the Yarra City Council will have an opportunity to help shape new electoral arrangements that will continue to foster meaningful and transparent local democracy.

Legal Implications

18. There are no specific legal issues arising from the matters raised in this submission or proposed in the Discussion Paper.

Other Issues

19. There are no other identified issues arising from the changes proposed in the Discussion Paper or raised in this submission.

Options

20. The options available to Council at this stage of the review are:
- (a) to endorse the draft response in line with the officer's recommendation;
 - (b) to make changes to the draft response by amended motion;
 - (c) to provide direction to Council officers about changes required, and delegate authority to the Group Manager Chief Executive's Office to finalise and submit a response on behalf of Council; or
 - (d) to determine that the City of Yarra does not wish to submit a response at this time.

Conclusion

21. The City of Yarra's submission of a response to the State Government Discussion paper on the review of the *Local Government (Electoral) Regulations 2005* provides an opportunity to influence the outcomes of the review.

RECOMMENDATION

1. That Council endorse the *Yarra City Council Review of the Local Government (Electoral) Regulations 2005 - Response to the Discussion Paper* (refer Attachment 1) and submit it to Local Government Victoria by 6 May 2016.

CONTACT OFFICER: Rhys Thomas
TITLE: Senior Governance Advisor
TEL: 9205 5302

Attachments

- 1 Draft Submission - Local Government (Electoral) Regulations 2016

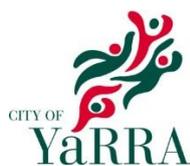
SUBMISSION

Local Government (Electoral Regulations) 2016



May 2015

Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016



Yarra City Council, 3 May 2015

Contact us

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Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016

Part 1 – Proposed Changes

Candidates' indication of preferences to be no longer included in postal ballot packs sent to voters at postal elections.

Yarra City Council is committed to the conduct of Council elections via attendance voting, so this proposal is not directly relevant. Council believes that an analysis of the postal votes lodged by electors at attendance elections may provide a useful source of information to guide this decision, as How to Vote Cards are not distributed by the Victorian Electoral Commission in these circumstances.

Enable candidates to answer a series of questions relating to their capacity to be a councillor. The answers would be made available by the VEC and enable voters to compare candidate information 'like for like'.

Once again, Council's commitment to attendance voting limits the impact of this proposal to the candidate statement published on the VEC's website (although it can be expected that this information is likely to also be published in local newspapers circulating within the municipality).

That said, Council does not support the proposal to introduce a set of standard questions to be put to each candidate. There are a number of reasons why this approach is not supported, and why the particular questions posed in the Discussion Paper are not supported, including:

- The determination of specific questions is likely to create the impression in the mind of the voter that the responses to these questions are of greater value than other matters which a voter may like to use to determine who to vote for.
- Regardless of the fact that these questions are optional, such a process would place significant pressure on candidates to provide responses to these specific questions, regardless of their relevance.
- No process is proposed to verify responses from candidates, nor does there seem to be any process established to manage responses which are inaccurate or misleading.
- Any misleading statement made in relation to whether a candidate has participated in Council-run training is likely to invite requests for a statement of clarification from the Council, something which would not be possible during an election period due to the provisions of section 55D of the LG Act.
- Seeking responses to questions about whether a candidate has participated in training or whether they have read specific Council documents is likely to increase the barriers for the election of candidates who do not speak English, or candidates with a disability.

Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016

- Seeking to determine an 'attendance record' for sitting Councillors is a matter that requires further definition in relation to the treatment of:
 - Special Council meetings (including call of the Council meetings).
 - Special committees solely made up of Councillors.
 - Periods of suspension under section 66A of the LG Act.
 - Periods of leave of absence under section 66B of the LG Act.
 - Periods of leave granted under section 69(2) of the LG Act.
 - Periods of suspension under section 69A(2) of the LG Act.
 - Periods of suspension under section 219(2) of the LG Act.
- Asking candidates to nominate whether they are a sitting Councillor is in direct contradiction to the fundamental principle of Council's Election Period Policy, which seeks to ensure that sitting Councillors are neither advantaged nor disadvantaged by virtue of the office they hold.

Increase candidate statements sent in postal ballot packs, from 150 words to 200 words.

Council supports the proposed increase in the candidate statement word limit from 150 to 200, although acknowledges that in the case of an attendance election there is a negligible cost to the Council arising from this change.

Allow votes cast by post at both postal and attendance elections to be received up to nine days following election day.

Council supports measures to decrease the number of disenfranchised voters and understands the rationale for accepting postal ballots that are posted before, but received after, Election Day. That said, Council has concerns that this would result in delays in the declaration of results and the ability to officially swear in candidates. While the Discussion Paper notes that this arrangement currently exists in State elections, it should be noted that elections for the Legislative Assembly are counted using the preferential voting system, meaning that preliminary results are available before the receipt of all postal votes and it is the exception, rather than the rule, for postal votes to be relied on in determining the outcome. While the official results cannot be known until all votes are counted, there is significant value in preliminary results being available on Election Day.

It is not clear how it would be enacted in the counting of single transferable vote ballots, but Council would be supportive of an extension to the receipt of postal votes if measures were in place to ensure that preliminary results would be available on or shortly after, Election Day, together with information to assist in determining the likelihood that late postal ballots could affect the outcome.

Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016

Candidates at postal elections will be able to submit their candidate statements electronically.

Yarra City Council is committed to the conduct of Council elections via attendance voting, so this proposal is not directly relevant. That said, if candidate statements in relation to attendance elections are to be published on the VEC website, Council supports the introduction of this provision.

Voters at attendance elections may apply for a pre-poll postal vote electronically.

Yarra City Council supports this change, provided measures are in place to ensure that applications comply with the requirements currently set out at regulations 44 to 46 of the Local Government (Electoral) Regulations 2005.

A person – other than a State enrolled voter - will be allowed to check their entitlement to be enrolled on the voters' roll at any time with the council prior to the next election.

Yarra City Council supports this change.

The VEC will be able to conduct a count of ballot papers outside the municipality without requiring prior consent from the council.

Yarra City Council supports this change, provided adequate notice of the location of the count of ballot papers continues to be provided to candidates and scrutineers.

The VEC will assume custody of election materials after the election.

Yarra City Council supports this change, provided that the VEC does not seek to charge Councils for this storage.

Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016

Part 2 – Continuation of Existing Electoral Provisions

Other matters set out in the current Local Government (Electoral) Regulations 2005 are proposed to be retained in the new 2016 regulations (subject to technical amendments where appropriate).

Council is supportive of the retention of the majority of the current provisions set out in the Local Government (Electoral) Regulations 2005, subject to any necessary amendments to achieve the policy objectives set out earlier in this submission.

Council submits that the following change to the existing provisions is warranted:

Operation of early voting centres

Council seeks consideration of a change to regulations 51(2) and 51(3), which currently read:

- (2) *The returning officer may open any early voting centre to be used in an election from the day after the close of nominations until the day before election day.*
- (3) *The returning officer must ensure that at least one early voting centre where any voter may vote is open between 9.00 a.m. and 5.00 p.m. on each working day during the period mentioned in sub-regulation (2).*

These provisions require the operation of early voting centres for a period of 32 days in the lead up to Election Day. In Council's view, this provision could be improved as it currently:

- Provides a very small timeframe for the production of ballot papers following the closure of nominations.
- Leads to unnecessary high costs to Council for operation of the early voting centre.
- Potentially causes confusion about whether or not the early voting centre will be open on the day before the AFL Grand Final.
- Makes it difficult for candidates and their supporters to attend the early voting centres to distribute how to vote cards and other election material.
- Encourages voters to vote in advance of election day, rather than on election day itself.
- Makes no provision for the operation of early voting centres on the weekend.

It is Council's view that the date currently set out in regulation 41 for the distribution of postal ballots to general postal voters (at least 15 days before Election Day) would provide a better basis on which to commence the operation of early voting centres. In addition, Council proposes that the regulations enable the operation of early voting centres on Saturday mornings. This change would result in early voting being possible on 13 days in the lead up to Election Day, as opposed to the current 22 days.

Attachment 1 - Draft Submission - Local Government (Electoral) Regulations 2016

Council submits that regulations 51(2) and 51(3) should read:

- (2) *The returning officer may open any early voting centre to be used in an election from at least 15 days before election day until the day before election day.*
- (3) *The returning officer must ensure that at least one early voting centre where any voter may vote is open between 9.00 a.m. and 5.00 p.m. on each working day and between 9.00 a.m. and 1.00 p.m. on each Saturday (that is not a public holiday) during the period mentioned in sub-regulation (2).*

It is noted that the proposed wording (just like the existing wording) does not preclude the Returning Officer from opening an early voting centre at any other time. In 2012, this provision enabled the later closing times of early voting centres on 27 and 28 October 2012, as well as the opening of early voting centres in Banyule on Saturday mornings.

Further Information

For further information about any of the matter raised in this submission, please contact:

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