



Level 4, 182 Victoria Parade
East Melbourne, Victoria 3002

enquiries@gjmheritage.com
+61 (03) 9115 6566
gjmheritage.com

ABN: 76 608 238 017
ARBV: 51910

An aerial photograph of a city grid, showing a dense pattern of streets and buildings. The image is in black and white and serves as a background for the title text.

HISTORIC HERITAGE IMPACT ASSESSMENT: BRUNSWICK LEVEL CROSSING REMOVAL PROJECT ENVIRONMENTAL EFFECTS ACT REFERRAL

PREPARED FOR: Level Crossing Removal Project (LXRP) - AECOM GHD Joint Venture
DATE: 30 April 2025 – FINAL
FILE: 2022-026

PROJECT TEAM

██████████ | Director

██████████ | Director

██████████ | Associate

██████████ | Heritage Consultant

The subject site forms part of the traditional lands of the Wurundjeri People, who are represented by the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation. This report is limited in its scope to consideration of post-contact cultural heritage and does not provide advice on any Aboriginal cultural heritage significance. Nonetheless, we acknowledge the Wurundjeri People as the Traditional Owners of the land at this place and pay our respects to their Elders past and present. For more information on the Wurundjeri People, please visit <https://www.wurundjeri.com.au/>.

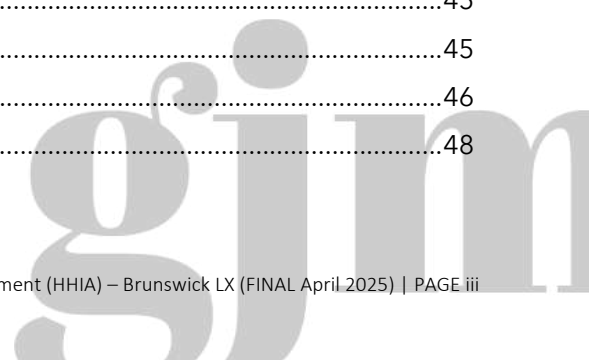
Cover page image: Landata Victoria, Historical aerial photograph dated January 1962.

DOCUMENT VERSIONS

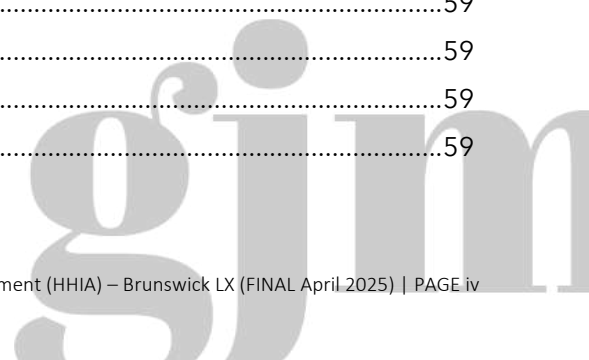
Project No.	Version	Issued To	Date Issued
2022-026	Draft	██████████ Senior Environmental Engineer – LXP AECOM GHD Joint Venture	30 November 2023
	Final Draft	██████████ Senior Environmental Engineer – LXP AECOM GHD Joint Venture	22 March 2024
	Final	██████████ Environmental Scientist – LXP AECOM GHD Joint Venture	15 December 2024
	Final – with minor corrections	██████████ Environmental Scientist – LXP AECOM GHD Joint Venture	20 January 2025
	Final – with minor updates	██████████ Environmental Scientist – LXP AECOM GHD Joint Venture	30 April 2025

CONTENTS

1	EXECUTIVE SUMMARY	2
2	INTRODUCTION	4
2.1	The Project	4
2.2	Purpose.....	5
2.3	Environment Effects Act 1978.....	5
2.4	Methodology	7
2.5	Assumptions & Limitations.....	8
3	PROJECT WORKS	9
3.1	Ancillary Works Scope	9
3.2	Main Works Scope	9
4	LEGISLATIVE FRAMEWORK & APPROVAL REQUIREMENTS.....	11
5	EXISTING CONDITIONS.....	14
5.1	VHR Places included within Referral Project Area.....	14
5.1.1	Royal Park (VHR H2337).....	14
5.1.2	Former Coburg Railway Line (VHR H0952)	19
5.1.3	Royal Parade (VHR H2198)	25
5.1.4	Former Cable Tram Engine House & Tram Substation (VHR H2332)	27
5.2	VHI Places included within Referral Project Area.....	29
5.2.1	Royal Park (VHI H7822-2311)	29
5.2.2	Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386)	30
5.2.3	Former Dwelling at 13 Orient Grove (VHI H7822-2441)	31
5.3	VHR Places immediately adjacent to Referral Project Area	32
5.3.1	Women’s Dressing Pavilion (VHR H1585).....	32
5.3.2	Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285).....	34
5.3.3	Former Brunswick Gas & Coke Company Retort House (VHR H2027)	36
5.3.4	Craig & Seeley Offices and Showroom (VHR H2026)	38
5.3.5	Former Melville’s Grain Store (VHR H0705)	40
5.4	VHI Places adjacent to Referral Project Area	41
5.4.1	Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217)	41
5.4.2	Former Brunswick Cable Tram Depot Precinct (H7822-2230).....	42
6	ANALYSIS & IMPACT ASSESSMENT	45
6.1	Royal Park (VHR H2337 and VHI H7822-2311).....	45
6.1.1	Project Works	45
6.1.2	Impact Assessment	46
6.1.3	Approval Requirements	48



6.1.4	Recommended Mitigation Measures	48
6.1.5	Summary	49
6.2	Former Coburg Railway Line (VHR H0952).....	50
6.2.1	Project Works	50
6.2.2	Impact Assessment.....	51
6.2.3	Approval Requirements	53
6.2.4	Recommended Mitigation Measures.....	53
6.2.5	Summary	54
6.3	Royal Parade (VHR H2198).....	54
6.3.1	Project Works	54
6.3.2	Impact Assessment.....	54
6.3.3	Approval Requirements	54
6.3.4	Recommended Mitigation Measures.....	54
6.3.5	Summary	55
6.4	Former Cable Tram Engine House & Tram Substation (VHR H2332).....	55
6.4.1	Project Works	55
6.4.2	Impact Assessment.....	55
6.4.3	Approval Requirements	55
6.4.4	Recommended Mitigation Measures.....	55
6.4.5	Summary	55
6.5	Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386).....	56
6.5.1	Project Works	56
6.5.2	Impact Assessment.....	56
6.5.3	Approval Requirements	56
6.5.4	Archaeological Impact Management.....	56
6.5.5	Summary	57
6.6	Former Dwelling at 13 Orient Grove (VHI H7822-2441).....	57
6.6.1	Project Works	57
6.6.2	Impact Assessment.....	57
6.6.3	Approval Requirements	58
6.6.4	Archaeological Impact Management.....	58
6.6.5	Summary	58
6.7	Women’s Dressing Pavilion (VHR H1585).....	58
6.7.1	Project Works	58
6.7.2	Impact Assessment.....	59
6.7.3	Approval Requirements	59
6.7.4	Recommended Mitigation Measures.....	59
6.7.5	Summary	59



6.8	Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285)	59
6.8.1	Impact Assessment	59
6.8.2	Approval Requirements	59
6.8.3	Summary	59
6.9	Former Brunswick Gas & Coke Company Retort House (VHR H2027).....	60
6.9.1	Project Works	60
6.9.2	Impact Assessment.....	60
6.9.3	Approval Requirements	61
6.9.4	Recommended Mitigation Measures.....	61
6.9.5	Summary	61
6.10	Craig & Seeley Offices and Showroom (VHR H2026).....	61
6.10.1	Project Works	61
6.10.2	Impact Assessment.....	62
6.10.3	Approval Requirements	62
6.10.4	Recommended Mitigation Measures.....	62
6.10.5	Summary	62
6.11	Former Melville’s Grain Store (VHR H0705).....	62
6.11.1	Project Works	62
6.11.2	Impact Assessment.....	62
6.11.3	Approval Requirements	63
6.11.4	Recommended Mitigation Measures.....	63
6.11.5	Summary	63
6.12	Archaeological Places adjacent to the Referral Project Area	63
6.12.1	Impact Assessment.....	63
6.12.2	Approval Requirements	63
6.12.3	Archaeological Impact Management.....	63
6.12.4	Summary	63
7	CONCLUSION	64

APPENDICES

APPENDIX A - REFERRAL PROJECT AREA AND HERITAGE MAPPING

APPENDIX B - HERITAGE CITATIONS

APPENDIX C - RECOMMENDED CONSERVATION AND REINSTATEMENT ACTIONS



TABLE 1: ABBREVIATIONS & DEFINITIONS

ABBREVIATION	DEFINITION
Ancillary Works	<p>The Ancillary Works scope includes some ground disturbance (e.g. for service relocation/installation) and vegetation pruning, lopping or removal to facilitate ancillary works. Other activities include site establishment and erection of temporary fencing (see Section 3).</p> <p>The Ancillary Works scope excludes, for the purposes of this impact assessment, haulage routes, site investigation locations (e.g. geotechnical test bores) and temporary bicycle routes.</p>
Burra Charter	<i>The Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance (2013)</i> , a key reference document for best heritage practice that provides guidance for the conservation and management of places of cultural significance
CSR	Combined Services Route – typically a conduit containing various services underground in a deep trench with inspection pits at various intervals.
EES	Environmental Effects Statement under the <i>Environment Effects Act 1978</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
Heritage Act	<i>Heritage Act 2017</i>
HHIA	Historic Heritage Impact Assessment
HO	Heritage Overlay
LXRP	Level Crossing Removal Project
Main Works	The Main Works scope involves intensive ground disturbance, demolition and construction activities, including excavation, piling, construction of the new elevated railway bridge and two new railway stations (see Section 3).
NWPA	North Western Program Alliance
Rail Corridor	The land on which the railway is built, comprising all property typically bounded by fence lines either side of the rail tracks, or if no fence is present, all land within 15m of the outer track on each side of the railway line.
RPA	Referral Project Area, as defined at Figure 1.
SUP	Shared User Path
The Project	Brunswick Level Crossing Removal Project
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register



1 EXECUTIVE SUMMARY

The Brunswick Level Crossing Removal Project (the Project) is located on the Upfield Railway Line, approximately 150 metres west of Sydney Road, extending from Royal Park, Parkville (in the City of Melbourne) to Albion Street, Brunswick (in the City of Merri-bek). The Project is proposed to occur within the Referral Project Area (RPA, see Figure 1) which extends from south of Royal Park Station, and north to Moreland Road, Brunswick.

The Project proposes to remove the following eight level crossings:

- Albion Street, Brunswick
- Hope Street, Brunswick
- Victoria Street, Brunswick
- Albert Street, Brunswick
- Dawson Street, Brunswick
- Union Street, Brunswick
- Brunswick Road, Brunswick
- Park Street, Parkville.

The purpose of this Historic Heritage Impact Assessment (HHIA) for the Project is as follows:

- To assess the potential positive and adverse historic heritage impacts to places included in the Victorian Heritage Register (VHR) and Victorian Heritage Inventory (VHI) associated with the construction of the Project;
- Where potential adverse historic heritage impacts occur to places included in the VHR or VHI, to consider opportunities to minimise the impact on heritage values through mitigation and management measures.

This HHIA does not address Aboriginal cultural heritage matters.

Relevant legislative frameworks and approval requirements were reviewed to inform this HHIA, in particular, the *Heritage Act 2017* (Heritage Act) and the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A desktop review and selected fieldwork was undertaken to identify and review historic heritage places and values within the RPA. In summary, the RPA includes:

- Four (4) places included in the VHR, as follows:
 - Royal Park (VHR H2337);
 - Former Coburg Railway Line (VHR H0952) (Note: this place comprises multiple, non-contiguous parcels of land within the RPA);
 - Royal Parade (VHR H2198); and
 - Former Cable Tram Engine House & Tram Substation (VHR H2332).
- Three (3) places included in the VHI, as follows:



- Royal Park (VHI H7822-2311);
- Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386) (Note: this place comprises multiple, non-contiguous parcels of land, two of which are within the RPA); and
- Former Dwelling at 13 Orient Grove, Brunswick (VHI H7822-2441).

Additional VHR and VHI places are located immediately adjacent to the RPA, as follows:

- Five (5) places included in the VHR, including:
 - Women’s Dressing Pavilion (VHR H1585);
 - Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285);
 - Former Brunswick Gas & Coke Company Retort House (VHR H2027);
 - Craig & Seeley Offices and Showroom (VHR H2026); and
 - Former Melville’s Grain Store (VHR H0705).
- Two (2) places included in the VHI:
 - Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217); and
 - Former Brunswick Cable Tram Depot Precinct (H7822-2230).

The places within and adjacent to the RPA are detailed in the mapping provided at Appendix A.

The findings of this HHIA are as follows:

- Major and extensive heritage impacts are likely to occur to the VHR listed Former Coburg Railway Line (VHR H0952) with less significant – but still substantial – impacts occurring to Royal Park (VHR H2337 and VHI H7822-2311);
- A small number of other places included in the VHR or VHI are likely to be subject to some lesser or minor impacts as a result of the Project;
- The impacts are likely to occur as a result of demolition or removal of heritage fabric and/or the construction of substantial new built form;
- Well-established approval pathways exist under the Heritage Act to consider and manage the potential impacts; and
- A number of mitigation measures are under consideration in consultation with Heritage Victoria and can be implemented as part of detailed design development to minimise heritage impacts or be applied as a condition of a permit or consent issued under the Heritage Act.

All photographs in this HHIA were taken by GJM Heritage during site inspections undertaken between May 2022 and March 2023, unless otherwise cited.



2 INTRODUCTION

GJM Heritage has been engaged by the AECOM-GHD Joint Venture on behalf of the Level Crossing Removal Project (LXRP) and North Western Program Alliance (NWPA) to prepare this HHIA to support the referral of the Project under the *Environmental Effects Act 1978*.

2.1 The Project

The Project is located on the Upfield Line, approximately 150 metres west of Sydney Road, extending from Royal Park, Parkville to Albion Street, Brunswick. The Project is proposed to occur with the RPA which extends from south of Royal Park Station, and north to Moreland Road, Brunswick.

The Project proposes to remove the following eight level crossings:

- Albion Street, Brunswick
- Hope Street, Brunswick
- Victoria Street, Brunswick
- Albert Street, Brunswick
- Dawson Street, Brunswick
- Union Street, Brunswick
- Brunswick Road, Brunswick
- Park Street, Parkville.

The level crossings are located on the Upfield Railway Line, between approximately three to five kilometres north of the Melbourne Central Business District (CBD) within the municipalities of the City of Melbourne and the City of Merri-bek.

The Project proposes an elevated rail bridge to separate the rail from the cross-roads, beginning north of Royal Park and finishing at Tinning Street. The existing three stations, Jewell, Brunswick and Anstey, will be consolidated into two new stations. The VHR listed Jewell and Brunswick stations will be decommissioned, with the heritage listed buildings and platforms (in part) refurbished and remaining in place, while Anstey Station will be removed.

The new station at 'Brunswick South' will be located between the existing Jewell Station and Brunswick Station, and the new station at 'Brunswick North' will be located to the south of the existing Anstey Station (noting these are placeholder names only). The Project will also deliver at-grade separated cycling and pedestrian paths and new open space, allowing for the retention of the (VHR) listed Jewell Station and Brunswick Station and potentially other rail infrastructure.

To construct the Project, land under the control of State and local government, as well as private land is likely to be required for temporary laydown. Temporary site offices, workforce car parking and warehousing will be located as close to the rail corridor as possible. Where possible, the rail corridor will be accessed from the surrounding existing roads, although access to the rail corridor will likely be required for the Project from surrounding roads into Royal Park.



The Project will provide critical infrastructure for Melbourne. Currently during the morning peak on weekdays, between 7am and 9am, level crossing boom gates can be down for up to 30 minutes, which impacts approximately 71,000 vehicles that travel through the level crossings during this period.

The Project will improve safety and reduce travel time along the Upfield Railway Line, improve safety and connections for pedestrians and bike riders, and reduce congestion. The Project will also improve the liveability of the local area by creating new landscaped open spaces and improving cross-corridor connections for local residents and other users, allowing for safer and more convenient access at multiple locations where none currently exist.

2.2 Purpose

The purpose of this HHIA is as follows:

- To assess the potential positive and adverse historic heritage impacts to places included in the VHR and VHI associated with the construction of the Project;
- Where potential adverse historic heritage impacts occur to places included in the VHR or VHI, to consider opportunities to minimise the impact on heritage values through mitigation and management measures.

The RPA is provided at Figure 1.

2.3 Environment Effects Act 1978

The *Environment Effects Act 1978* (the Act) enables the Minister administering the Act to decide whether an Environmental Effects Statement (EES) is required for proposed projects that may have a significant effect on the environment. The *Ministerial Guidelines for the assessment of environment effects under the Environment Effects Act 1978* (December 2023) (the Ministerial Guidelines) provide the criteria used to determine whether a project warrants referral to the Minister. A project proponent is responsible for assessing whether its project will have potential adverse environmental effects that could be significant in a regional or State context.

In relation to historic heritage, the following referral criteria is relevant:

- Potential extensive or major effects on cultural heritage places and sites listed on the Victorian Heritage Register or the Victorian Heritage Inventory under the *Heritage Act 2017*.

This HHIA considers the potential for extensive or major effects on cultural heritage places subject to the Heritage Act.

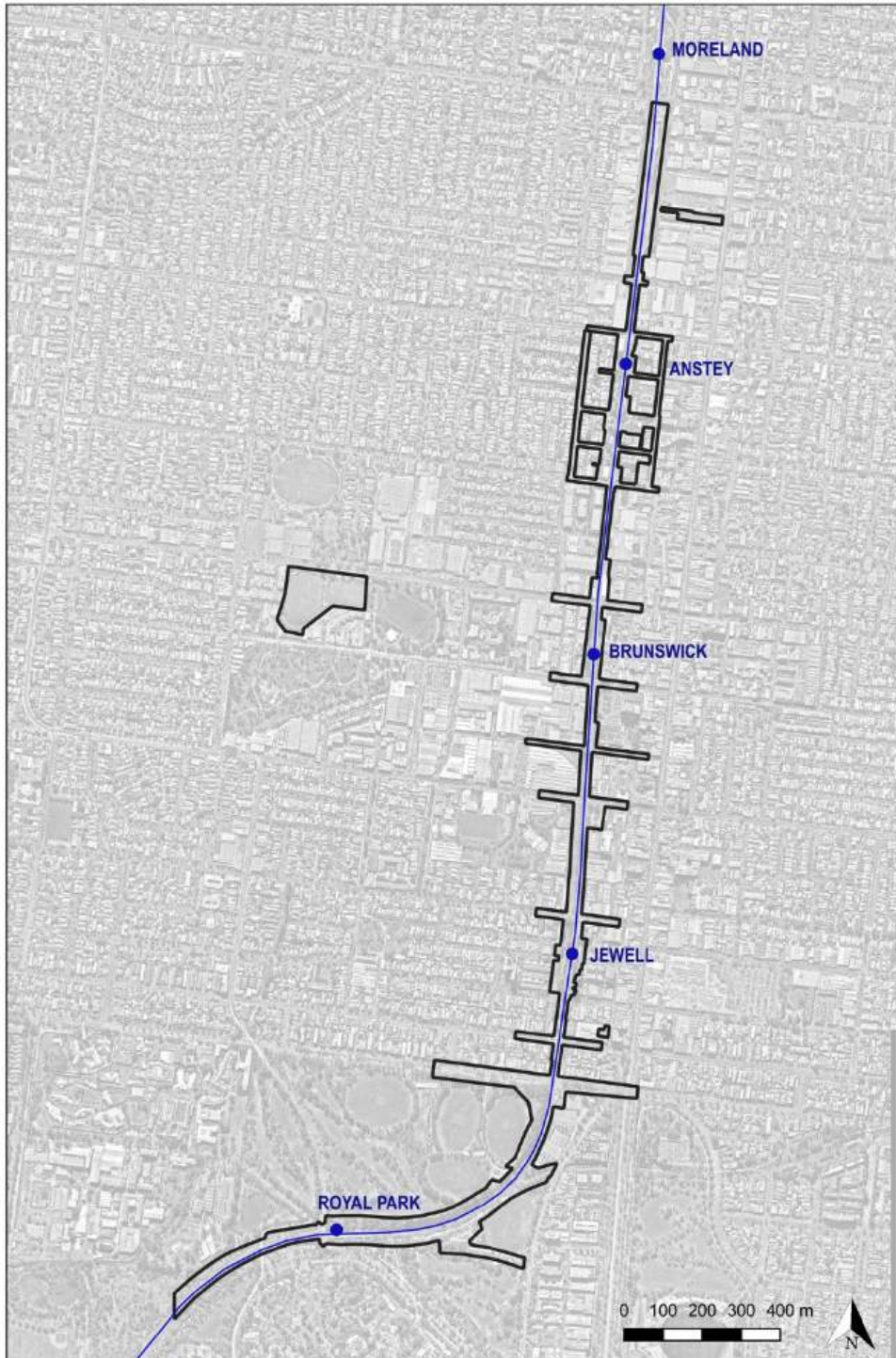


Figure 1. Referral Project Area.
 (Source: GJM Heritage; base layers from DataShare and Nearmap)

Project Area

Key

- Project Area
- Existing Railway Station
- Existing Railway Line



20/03/2024



2.4 Methodology

The preparation of this HHIA included the following:

- Review of the scope of works and mapping provided by AECOM-GHD Joint Venture, including:
 - 'Brunswick Referral Boundary 20240213' (via Esri shapefiles)
 - 'Brunswick EES Referral Project Area' Mapbooks (RevM);
 - Preliminary Urban Design Guidelines;
 - Indicative renders and 3D modelling of 'current' and 'future' conditions;
 - Indicative cross sections and sketches of the proposed new built form, prepared by NWPA;
 - 'Potential Heritage Inventory' Mapbook, (RevB), prepared by LXRP in conjunction with ALA (6 No. sheets);
 - Materials on Flora & Fauna assessments, including arboricultural mapping and assessments and tree cards; and
 - Draft *Historical archaeological site card (Regulation 27)* for Royal Park, prepared by Andrew Long & Associates, undated, 11 No. pages plus appendix;
- Review of State-level statutory heritage listings for places included within the RPA;
- Review of State-level statutory heritage listings for places immediately adjacent to the RPA;
- Targeted historical research for key locations where surface impacts are anticipated, to provide general context for existing conditions;
- A site investigation of the RPA (undertaken between May 2022 and March 2023);
- Preparation of a summary description of the existing conditions of State-level heritage places and their associated heritage values within and immediately adjacent to the RPA;
- Overview of relevant legislation and statutory heritage frameworks and potential permit requirements arising from these;
- Review of the Archaeology Impact Assessment, *Brunswick Level Crossing Removal Project Historical Heritage Assessment (2023)*, prepared by Andrew Long & Associates (ALA), which identifies potential archaeological places and which was subsequently reviewed with Heritage Victoria officers;
- Assessment of potential impacts of the proposed ancillary and main Project works on heritage places included in the VHR and VHI and their associated heritage values, informed by six weeks of consultation with Heritage Victoria; and



- Identification of recommended measures for minimising and mitigating impacts in consultation with Heritage Victoria. These measures could be formalised through an Environmental Management Framework (EMF), prepared and approved in accordance with the relevant planning approval. The EMF would provide a transparent and integrated governance framework to manage the environmental aspects of the Project.

2.5 Assumptions & Limitations

The following assumptions and limitations apply to this HHIA:

- The HHIA is based on the scope of works and other supporting materials and documentation provided by AECOM-GHD Joint Venture, LXP and NWPA. We note that this material is currently at a conceptual level only and is provided in the context of an expected construction commencement date of c.2028.
- Site visits of places included in the VHR were conducted from the public realm only. No physical or penetrative investigations were undertaken.
- The HHIA does not address Aboriginal cultural heritage.
- Engagement with Heritage Victoria by LXP/NWPA has commenced and will continue to occur as the Project develops, including on potential mitigation measures.



3 PROJECT WORKS

The Project consists of 'Ancillary Works' and 'Main Works' as described below and detailed in mapping provided in Appendix A.

3.1 Ancillary Works Scope

The 'Ancillary Works' scope involves works that support or facilitate the main construction program, including site establishment and the re-routing of services and utilities. The ancillary works program potentially includes:

- Minor utilities works/service relocations (above and below ground). Predominantly through excavation/trenching and some boring. Also includes removal of overhead services and relocation underground;
- Temporary use of land for carparking (including erection of temporary fencing/hoarding, line marking);
- Site establishment, including:
 - Temporary utility works/service relocations and installations (below and above ground);
 - Temporary hoarding/fencing;
 - Temporary site office;
 - Hardstands;
 - Laydown areas and storage;
- Creation of temporary access to temporary site offices, hardstand, laydown and storage; and
- Pruning and – only where necessary – lopping and the removal of vegetation to enable ancillary works.

For the purposes of this HHIA, the ancillary works scope excludes haulage routes, site investigation locations (e.g. geotechnical test bores) and temporary bicycle routes.

3.2 Main Works Scope

The 'Main Works' scope involves more intensive ground disturbance, demolition and the main rail-related construction activities, including:

- Level crossing removal works (dismantling of existing level crossing services);
- Removal (temporary and permanent) of heritage infrastructure (including all rail-related cabins, signals, gates etc);
- Removal of at-grade rail infrastructure (tracks, sleepers etc);
- Construction of a dual elevated rail bridge, including:
 - Piling;



- Construction of retaining walls at both ends of the bridge; and
- Construction of two new elevated stations, platforms, and associated services;
- Creation of construction corridors along the rail corridor (including removal of railway sidings, laying of crushed rock);
- Decommissioning of Jewell and Brunswick Railway Stations and partial demolition of platforms;
- Major utility works (trenching or boring)
- Lowering of the Park Street;
- Construction of a Shared User Path (SUP) and associated soft and hard landscaping;
- Rail system upgrades including new signalling, Overhead Line Equipment (OHLE), tracks etc;
- New Combined Service Route (CSR) and drainage (predominantly via excavation and trenching, with some boring);
- Permanent and temporary property acquisitions – land being permanently acquired will result in all buildings and structures upon that land being demolished; and
- Lopping and the removal of vegetation to enable main works.

4 LEGISLATIVE FRAMEWORK & APPROVAL REQUIREMENTS

Table 2 below summarises the relevant legislation that applies to historic heritage places within and adjacent to the RPA as well as the approvals required.

TABLE 2: LEGISLATION & APPROVALS

LEGISLATION / POLICY	KEY POLICIES / STRATEGIES	IMPLICATIONS FOR THE PROJECT	APPROVALS REQUIRED
Commonwealth			
<i>Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)</i>	The EPBC Act is a Federal statute that focuses on the protection of Matters of National Environmental Significance (MNES) as well as actions undertaken by Commonwealth agencies and on Commonwealth land. The EPBC Act also establishes the National Heritage List (NHL) and Commonwealth Heritage List (CHL) and sets out the requirements for the management of heritage places on these lists.	There are no historic heritage places on the NHL or CHL within the RPA.	<p>Actions that have the potential for a significant impact on MNES may be considered a Controlled Action under the EPBC Act and approval requirements apply.</p> <p>There are no known historic heritage MNES within the RPA, therefore approval is not required.</p>
State			
<i>Heritage Act 2017 (Heritage Act)</i>	<p>The main purpose of the Heritage Act is to provide for the protection and conservation of places and objects of cultural heritage significance. The Heritage Act is administered by the Executive Director, Heritage Victoria within the Department of Transport and Planning.</p> <p>The Heritage Act establishes two registers, the VHR and the VHI. Places, objects and sites on the VHR and VHI are uniquely numbered.</p> <p>The Heritage Act also provides blanket protection for archaeological sites, including those that are unknown and not included in the VHI.</p> <p>Archaeological sites which are more than 75 years old (excluding those which are determined to be of low archaeological value) as well as all approved sites of archaeological value, which are less than 75 years old, are protected by the Heritage Act.</p>	<p>There are four (4) VHR places within the RPA (see Appendix A for Heritage Place mapping):</p> <ul style="list-style-type: none"> Royal Park (VHR H2337); Former Coburg Railway Line (VHR H0952); Royal Parade (VHR H2198); and Former Cable Tram Engine House & Tram Substation (VHR H2332). <p>There are three (3) places included in the VHI within the RPA (see Appendix A):</p> <ul style="list-style-type: none"> Royal Park (VHI H7822-2311); Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386); and Former Dwelling at 13 Orient Grove (VHI H7822-2441). 	<p>Any works to a registered place, including on registered land, require approval under the Heritage Act, unless specifically determined to be exempt from the requirement for a permit. Such exemptions can be tailored to a heritage place and declared by the Executive Director, Heritage Victoria or by the Heritage Council, or may be general in nature, such as the works described in the <i>General permit exemptions (August 2024)</i>.</p> <p>As an alternative to a permit, minor works which do not have an adverse impact on the heritage values of a registered place or object can be approved by way of a permit exemption under Section 92 of the Heritage Act.</p>

LEGISLATION / POLICY	KEY POLICIES / STRATEGIES	IMPLICATIONS FOR THE PROJECT	APPROVALS REQUIRED
	<p>Heritage Victoria and the Heritage Council of Victoria publish a range of guidelines including several that are related to the registration and permit processes for the VHR and for the investigation and management of historic archaeology.</p>	<p>Additional VHR and VHI places are located immediately adjacent to the RPA as follows:</p> <ul style="list-style-type: none"> • Five (5) VHR places including: <ul style="list-style-type: none"> - Women’s Dressing Pavilion (VHR H1585); - Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285); - Craig & Seeley Offices & Showroom (VHR H2026); - Former Brunswick Gas & Coke Company Retort House (VHR H2027); and - Former Melville’s Grain Store (VHR H0705). • Two (2) VHI places: <ul style="list-style-type: none"> - Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217); and - Former Brunswick Cable Tram Depot Precinct (VHI H7822-2230). 	<p>Section 123 of the Heritage Act specifies that it is an offence to disturb an archaeological site or artefact unless approval (by way of consent) has been obtained by a suitably qualified archaeologist from the Executive Director, Heritage Victoria. This includes sites included in the VHI and any archaeological sites which are not included in the VHI.</p> <p>Heritage permits are likely to be required for works to:</p> <ul style="list-style-type: none"> • Royal Park (VHR H2337); and • Former Coburg Railway Line (VHR H0952). <p>Archaeological consents are likely to be required for:</p> <ul style="list-style-type: none"> • Royal Park (VHI H7822-2311); • Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386); and • Former Dwelling at 13 Orient Grove. <p>Heritage permits or consents are unlikely to be required for other heritage places within or adjacent to the RPA. However, if the RPA changes as a result of detailed design and these adjacent places are affected, a heritage permit or consent may then be required.</p>

Other Relevant Documents

<p><i>The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Heritage Significance (2013)</i></p>	<p>An industry standard most frequently referenced as a guide to best practice management of cultural heritage places in Australia. It is recognised by the Heritage Council of Victoria and Heritage Victoria and provides definitions for terms and processes associated with conservation of places of</p>	<p>All works within or to heritage places should be carried out with reference to the principles set down in the Burra Charter.</p>	<p>Not applicable.</p>
---	---	---	------------------------



LEGISLATION /
POLICY

KEY POLICIES / STRATEGIES

IMPLICATIONS FOR THE
PROJECT

APPROVALS REQUIRED

cultural significance and establishes a series of conservation principles, conservation processes and guidelines for conservation practice.



5 EXISTING CONDITIONS

This section provides a high-level description of the existing VHR and VHI heritage places and sites within or immediately adjacent to the RPA, and their identified heritage values.

5.1 VHR Places included within Referral Project Area

5.1.1 Royal Park (VHR H2337)

Royal Park is included on the VHR for its historical and aesthetic significance, and for its possession of uncommon, rare or endangered aspects of Victoria's cultural history. A large public park of approximately 188 hectares, it was established in 1854. It contains a wide range of designed and informal landscapes incorporating remnant indigenous vegetation, together with historic buildings, structures and community facilities.

Royal Park is historically significant as an outstanding and largely intact example of the public parks set aside by Lieutenant-Governor Charles La Trobe from the mid-1840s as part of his vision for Melbourne. It retains its early use and demonstrates the vision of the colonial administration for the future development of Melbourne.

Historically, Royal Park is the site of scientific institutions important to the development of the colony, including an Experimental Farm (1858) and the Acclimatisation Society of Victoria (1861), part of which later became the Royal Melbourne Zoological Gardens (VHR H1074) within Royal Park. Many trees on the site were planted by the Acclimatisation Society between c1862 and 1900. It was the starting point of Burke and Wills' ill-fated expedition to the Gulf of Carpentaria (1860), an event which gained national recognition and was depicted by prominent Australian artists, including William Strutt and Nicholas Chevalier. Royal Park is historically significant for its use for military purposes since the 1860s. It was the site of a major Australian military camp and training ground during the First World War, was used for the mobilisation of ANZACs to the Western Front and was a camp for both Australian and US troops during the Second World War prior to their deployment to Pacific War campaigns (1941-45). Royal Park has long been associated with sport in Victoria. It is the site of one of the earliest public golf courses in Victoria (1903), of Australia's first dedicated baseball field (Ross Straw Field c1970) and from the early 1900s has played an important role in the advancement of women's competitive sport in Australia.

Royal Park is rare as the most outstanding and intact example of the metropolitan parks from the 1840s, which retains its basic form, its early use, remnant indigenous vegetation and important views to the city. It is the only example of an inner Melbourne park which retains stands, as opposed to specimens, of remnant indigenous vegetation and clearly demonstrates an ongoing dedication to planting native and indigenous trees over a period of more than 150 years.

Aesthetically, it is an outstanding example of a large metropolitan park, particularly notable for its remnant indigenous vegetation and important views to the city. The park's landscape provides significant internal and external vistas, including the native grassland 'hilltop' circle where a 360-degree panorama provides a dramatic and sensory appreciation of the city skyline and surrounding landscape. An appreciation of the aesthetic value of the park is evident in the numerous



contemporary descriptions of the place from the nineteenth century onwards, and in the numerous paintings, sketches and photographs of the Royal Park landscape. The most recent layer of development associated with the 1984 Master Plan is significant for its design philosophy and natural landscape aesthetic. In 2010, the Australian Institute of Landscape Architects awarded the City of Melbourne the "ALIA national award for sustainable settlement, green infrastructure and landscape principles" for "its stewardship of Royal Park as a nationally significant landscape".

Royal Park is also included in the VHI as H7822-2311.

Notably, the railway corridor and associated infrastructure within the extent of VHR H2337 do not relate to the State-level heritage values of Royal Park. The full VHR documentation for Royal Park is provided at Appendix B.

Geological significance

The RPA also includes a site of Regional Geological and Geomorphological Significance. Located between Royal Park Station and Park Street along the Upfield Rail Corridor, the 'Royal Park Railway Station cutting' is identified by Wakelin Associates (2009) as site ML 042 as described as:

Steeply dipping sandstone and mudstone of the Silurian Dargile Formation and overlain with angular unconformity by coarse grained sandstone of the Tertiary Brighton Group. An iron stained soil with buckshot gravel and developed on the latter unit.¹

Geological significance is not a significance value captured under the Heritage Assessment Criteria adopted by the Heritage Council of Victoria and has therefore not been specifically considered in the assessment of the place for inclusion in the VHR. Where the geological significance of a place is linked to other values, such as historic or aesthetic values, then a place of geological significance may be included in the VHR (for example, Hanging Rock Reserve [VHR H2339]).

The geology of Royal Park has not been identified as feature of significance in the Statement of Significance for Royal Park (VHR H2337); however, the landscape qualities of the park more broadly form part of its assessed historical and aesthetic values.

Therefore, it is likely that the geological feature will need to be considered as part of the overall consideration of landscape values and impacts.

¹ Wakelin Associates, *VEAC Melbourne Metropolitan Investigation: Geological Sites*, May 2009.



DIAGRAM 2337

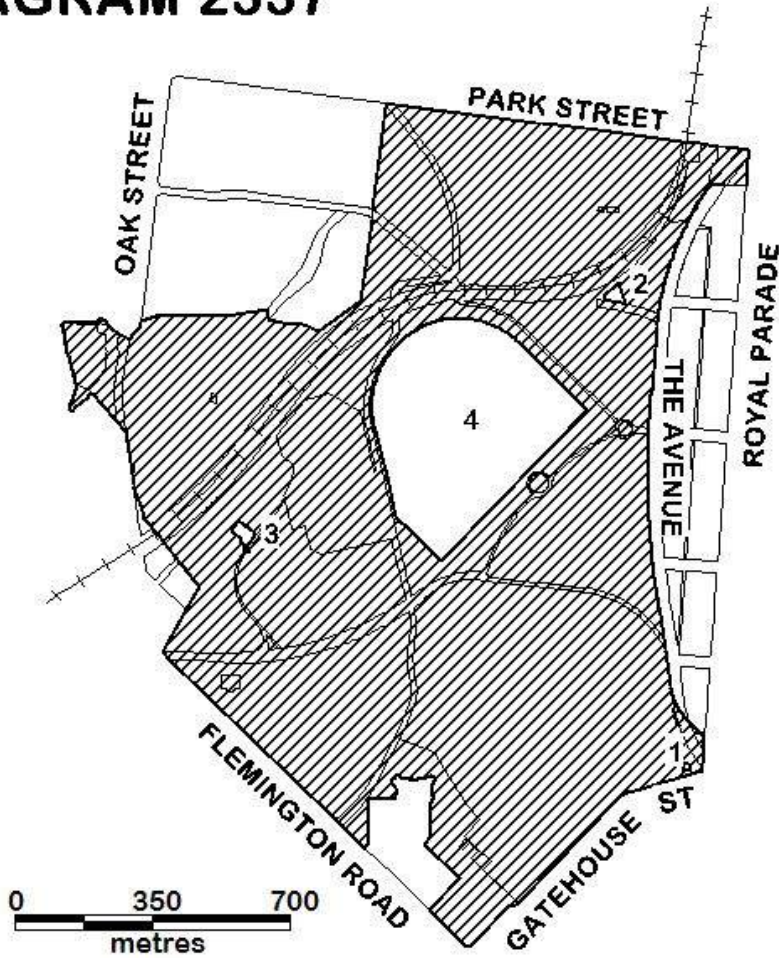


Figure 2. Gazetted extent of VHR H2337. (Source: Diagram 2337, Victorian Heritage Database citation for VHR H2337)



Figure 3. Part of VHR H2337 within and adjacent to the RPA. (Source: Extract of 'RPA Heritage Controls Map 1', GJM Heritage)

- Key**
- Heritage Controls:
- Victorian Heritage Register
 - Current location of heritage elements within VHR H0952
 - Victorian Heritage Inventory
- Project Area:
- Project Area
 - Main Works
 - Ancillary Works
 - Existing Railway Station
 - Existing Railway Line





Figure 4. View over Poplar Oval towards the rail corridor.



Figure 5. Image looking southwest from the down-side platform at Royal Park Station, showing station building with level crossing partially visible at right.



Figure 6. Image looking southwest from bicycle path above and east of railway line cutting. Royal Park Station partially visible at centre. Note grade change and steep batter.



Figure 7. Image looking west from a position above and east of railway cutting, showing steep batter and sports oval partially visible through vegetation above.



Figure 8. Image looking southeast from Park Street to part of McAlister Oval at the northeast corner of Royal Park. Railway line and Park Street Gatekeeper's Cabin at left.



Figure 9. Image looking northwest across rail corridor from the bicycle path within Royal Park, showing mature native tree plantings with understory plantings and grasses.



Figure 10. Image looking southwest from a position south of the Park Street Gatekeeper's Cabin, east of railway line, showing (relocated) semaphore signal and mature stands of native trees beyond.



Figure 11. Image looking southwest from Park Street to the Park Street Gatekeeper's Cabin, with Royal Park in the background.

5.1.2 Former Coburg Railway Line (VHR H0952)

The Former Coburg Railway Line is a collection of non-contiguous sites included on the VHR for their historical significance, for the possession of uncommon, rare or endangered aspects of Victoria's cultural history, and for their importance in demonstrating the principal characteristics of a class of cultural places and objects. The non-contiguous serial listing comprises nineteenth century station buildings and platforms, substations, signal boxes, gatekeepers' cabins, remnant interlocking and safeworking equipment, levers and rodding, signals, gates and industrial sidings.

The Former Coburg Railway Line is historically significant as one of the most intact surviving examples of a nineteenth century railway line in Victoria. Its collection of nineteenth century buildings and infrastructure contributes to the understanding of Victoria's nineteenth century railway network and particularly its growth in the 1880s and 1890s.

The nineteenth century structures associated with the Former Coburg Railway Line such as gates, gatekeepers' cabins, signals and signal boxes are now rare in Victoria and are evidence of activities and functions which are no longer common in Victoria.



The collection of buildings and other elements associated with the Former Coburg Railway Line are a notable example of nineteenth century railway infrastructure. The collection comprises a large range of buildings and structures developed for railway purposes which individually and collectively demonstrate a high-level of integrity. The surviving structures are typical of a nineteenth century railway line and remain largely unchanged since their construction.

The collection of buildings and infrastructure that contribute to the significance of the place include:

- Relocated Semaphore Signal 24B (currently located within H2337 Royal Park);
- Park Street Gatekeepers' Cabin & Wash Closet;
- Park Street Gates;
- Brunswick Road Gatekeepers' Cabin;
- Barkly Street Gates;
- Barkly Street Gatekeepers' Cabin;
- Jewell Railway Station;
- Semaphore Signal 25;
- Union Street Gate Posts;
- Timber buffer;
- Union Street Signal Box & Wash Closet;
- Semaphore Signal 40 or 50;
- Semaphore Signal 28;
- Phoenix Street Gates;
- Phoenix Street Downside Siding;
- Semaphore Signal 29;
- Albert Street Gatekeepers' Cabin & Wash Closet;
- Brunswick Railway Station and Platform;
- Victoria Street Signal Box and Wash Closet;
- Semaphore Signal 31;
- Semaphore Signal 33B;
- Tinning Street Gates; and
- Colebrook Street Sidings.

Refer to Appendix A for mapping depicting where these features are located within the RPA.

The full VHR documentation for the Former Coburg Railway Line is provided at Appendix B.



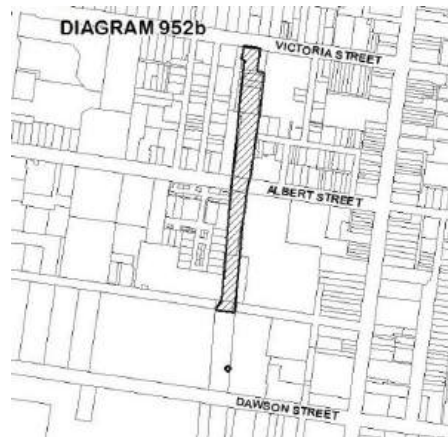
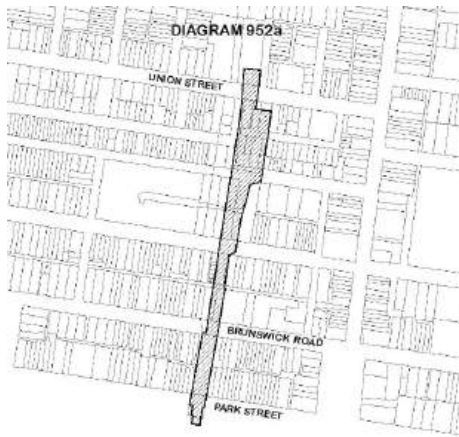


Figure 12 (left). Diagram 952a illustrating the gazetted extent of VHR H0952, within the RPA.

Figure 13 (right). Diagram 952b illustrating the gazetted extent of VHR H0952, within the RPA. (Source: Victorian Heritage Database citation for VHR H0952)



Figure 14 (left). Diagram 952c illustrating the gazetted extent of VHR H0952, within the RPA.

Figure 15 (right). Diagram 952d illustrating the gazetted extent of VHR H0952, within the RPA. (Source: Victorian Heritage Database citation for VHR H0952)

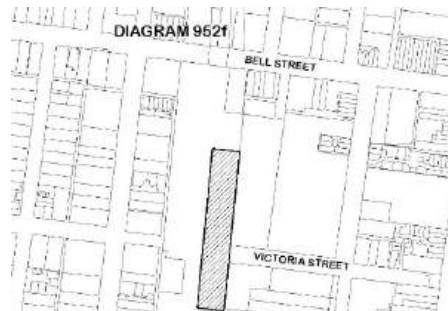


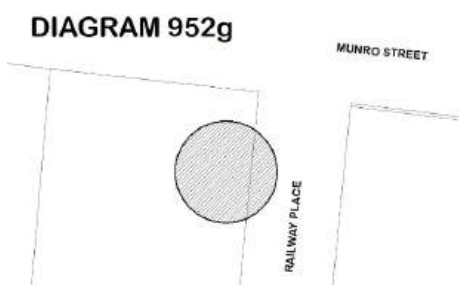
Figure 16 (left). Diagram 952e V2 illustrating the gazetted extent of VHR H0952. **These elements are outside of the RPA.**

Figure 17 (right). Diagram 952f illustrating the gazetted extent of VHR H0952. **This element is outside of the RPA.**

(Source: Victorian Heritage Database citation for VHR H0952)

Figure 18 (left). Diagram 952g V2 illustrating the gazetted extent of VHR H0952. **This element is outside of the RPA.**

(Source: Victorian Heritage Database citation for VHR H0952)



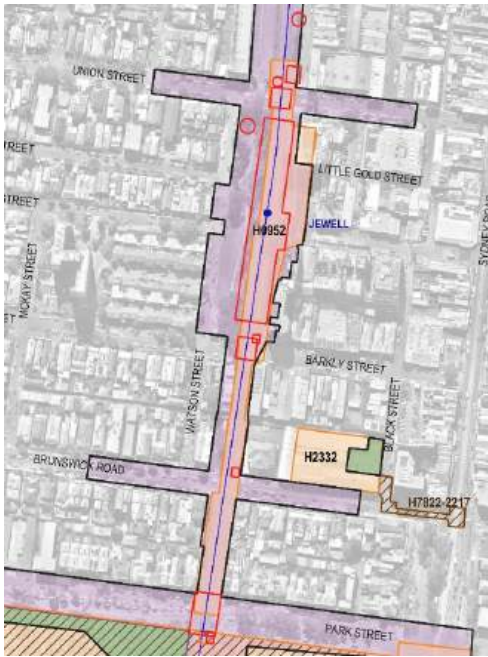


Figure 19 (left). Part of VHR H0952 within the RPA.



Figure 20 (right). Part of VHR H0952 within the RPA.

(Source: Extracts of 'RPA Heritage Controls Maps' 2 and 3, GJM Heritage)

- Key**
- Heritage Controls:
 - Victorian Heritage Register
 - Current location of heritage elements within VHR H0952
 - Victorian Heritage Inventory
 - Project Area:
 - Project Area
 - Main Works
 - Ancillary Works
 - Existing Railway Station
 - Existing Railway Line



Figure 21 (left). Part of VHR H0952 within the RPA.

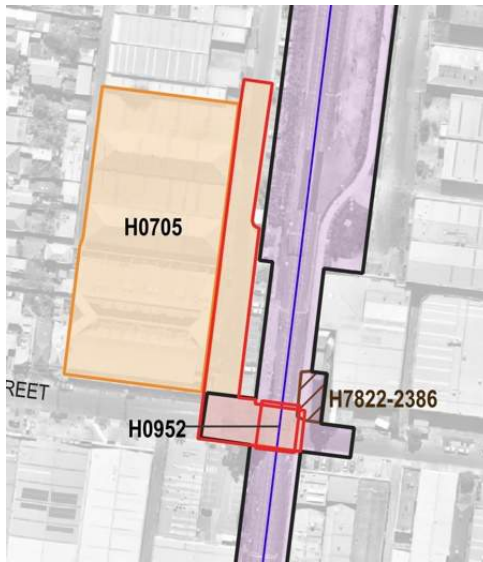


Figure 22 (right). Part of VHR H0952 within the RPA.

(Source: Extracts of 'RPA Heritage Controls Maps' 4 and 5, GJM Heritage)



Figure 23 (left). (Relocated) Signal 24B (within extent of registration for Royal Park VHR H2337).



Figure 24 (right). Looking southeast to Park Street Gatekeeper's Cabin.



Figure 25 (left). Looking west across railway line to some of the Park Street gates.



Figure 26 (right). Brunswick Road Gatekeeper's Cabin.



Figure 27 (left). Barkly Street gates.



Figure 28 (right). Barkly Street Gatekeeper's Cabin.



Figure 29 (left). Jewell Railway Station (part east elevation).



Figure 30 (right). Signal 25 (near Jewell Railway Station).



Figure 31 (left). Union Street gate posts.



Figure 32 (right). Timber buffer.



Figure 33 (left). Union Street Signal Box.



Figure 34 (right). Phoenix Street gates.





Figure 35 (left). Signal 40.



Figure 36 (right). Relocated Signal 28.



Figure 37 (left). Phoenix Street downside siding remnants.



Figure 38 (right). Signal 29.



Figure 39 (left). Albert Street Gatekeepers Cabin and WC.



Figure 40 (right). Brunswick Railway Station.



Figure 41 (left). Victoria Street Signal Box and WC.



Figure 42 (right). Signal 31.





Figure 43 (left). Signal 33B.



Figure 44 (right). Tinning Street gates.

5.1.3 Royal Parade (VHR H2198)

Royal Parade is included on the VHR for its historical, aesthetic and social significance to the State of Victoria. Royal Parade is a major boulevard extending north of Melbourne, from the Haymarket roundabout (near Flemington Road) to Park Street. The full width of the carriageway and footpaths – comprising three roadway sections separated by four plantations with wide footpaths on either side – make up the boulevard. The roadway accommodates a wide, two-way road and central two-way tramway with one-way service roads on either side. The two inner plantations comprise concrete-curbed, grassed medians planted with mature elms and two outer plantations consist of lines of mature elms planted in 1913 in the grass verges between the footpaths and road. The predominant species is English Elm (*Ulmus procera*) with approximately 400 trees contributing to the park-like boulevard setting.

Historically, Royal Parade is significant as "the road to Sydney" from the mid-nineteenth century and as Melbourne's traditional entrance from the north, re-emphasised in the early twentieth century by the introduction of the multiple elm avenues. The avenues demonstrate developments in the planning movement world-wide that led to the separation of fast and slow traffic, and different traffic types (motor vehicles and trams) by plantations that were both functional and beautiful.

Royal Parade is aesthetically significant as one of Victoria's finest boulevards. It was re-created in the early twentieth century as a major example of the then fashionable 'city beautiful' planning movement. This was characterised by the multi-lane layout and the introduction of the four lines of English Elms. The profile, scale and seasonal change of the deciduous, multiple English Elm avenues provide shade in summer, autumn colour and sunlight penetration in winter.

A small part of the Park Street road reserve at the northern extent of VHR H2198 intersects with the RPA.

The full VHR documentation for Royal Parade is provided at Appendix B.

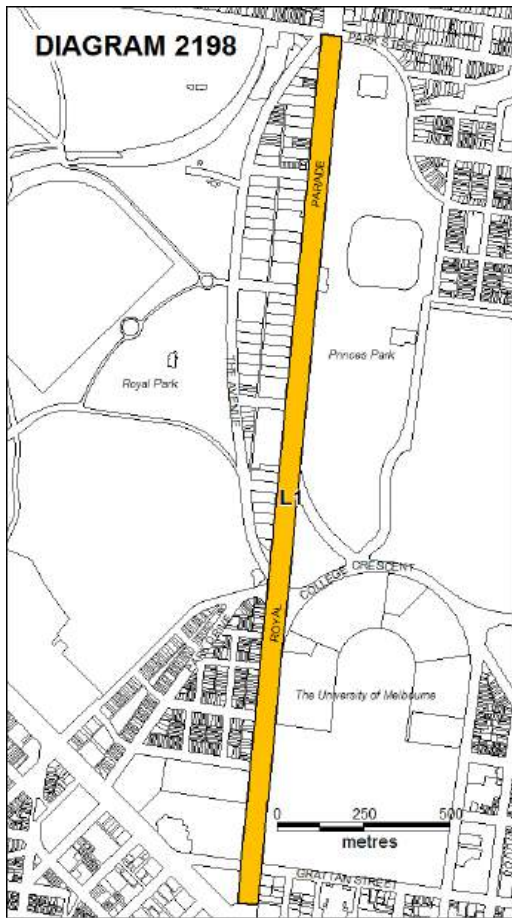


Figure 45. Gazetted extent of VHR H2198. (Source: Diagram H2198, Victorian Heritage Database citation for VHR H2198)

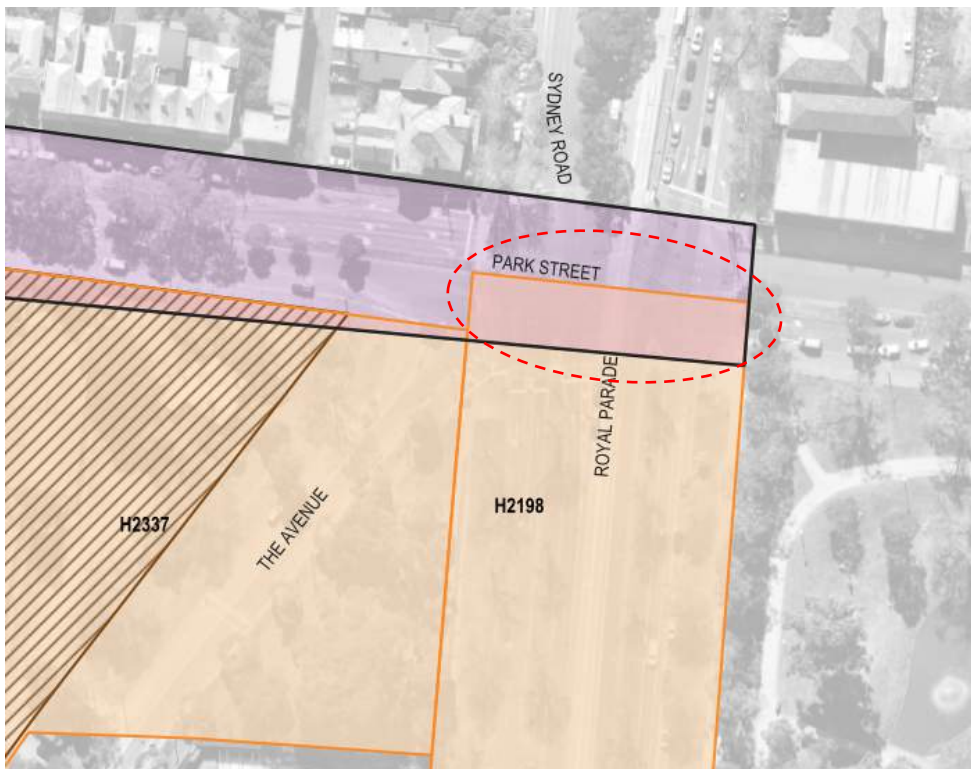


Figure 46. The part of VHR H2198 within and adjacent to the RPA (circled in red). (Source: Extract of 'RPA Heritage Controls Map 1', GJM Heritage)

Key

Heritage Controls:

-  Victorian Heritage Register
-  Current location of heritage elements within VHR H0952
-  Victorian Heritage Inventory

Project Area:

-  Project Area
-  Main Works
-  Ancillary Works





Figure 47. Looking south along Royal Parade from intersection with Park Street. The RPA does not extend north of the splitter island to the right.

5.1.4 Former Cable Tram Engine House & Tram Substation (VHR H2332)

The Former Cable Tram Engine House & Tram Substation is included on the VHR for its historical significance, possession of uncommon, rare or endangered aspects of Victoria's cultural history, the potential to yield information that will contribute to an understanding of Victoria's cultural history, and its importance in demonstrating the principal characteristics of a class of cultural places and objects. The place comprises the 1887 Cable Tram Engine House on the corner of Brunswick Road and Black Street, and the 1925 Tram Substation on Black Street, including subsurface elements and all original rectification and associated equipment.

Historically, the Former Cable Tram Engine House and Tram Substation is significant for its association with the development of Melbourne's transport system in the nineteenth and early twentieth centuries. The building demonstrates two of the major stages in the development of Melbourne's tram system: the cable tram system developed from the 1880s and the electric tram system which began to replace it from the 1920s. The cable tram system played an important role in the development of Melbourne and its suburbs and was one of the largest and most complex in the world. The 1925 substation and its rotary converter rectification equipment were installed within the former engine house, rather than in a new free-standing building. The substation and remnant rectification equipment are associated with the electrification of the old cable tram routes from the 1920s, and the supply of power to more than one tram route.

The Former Cable Tram Engine House and Tram Substation is a rare and relatively intact surviving element of Melbourne's cable tram system, which began to be converted to electric power in the early twentieth century. It is one of the few examples of the adaptation of part of an existing engine house for use as an electrical substation, thereby demonstrating two major stages in the development of

Melbourne's tram system. It is one of only two substations in Victoria to retain original rotary converter equipment.

The Former Cable Tram Engine House and Tram Substation is significant for its potential to contain significant nineteenth century archaeological remains and artefacts relating to the cable tram system, including deep brick-lined pits and cable races (tunnels) that span the length of the building. Remains of an underground tank and bath, and footings of the chimney stack and weighbridge may still exist under the more recent buildings on the west and north of the site. Early underground cables carrying DC power between the substation and Brunswick Road and Sydney Road may also remain.

The Former Cable Tram Engine House and Tram Substation is significant as a notable example of the engine houses constructed by the Melbourne Tramways Trust from the 1880s to power Melbourne's cable trams. It is largely intact and features most of the external principal architectural characteristics of a cable tram engine house including a wide doorway to allow large items of steam driven machinery to be moved in and out, high ceiling, a bluestone plinth and brick walls with polychrome decoration. Tram cables travelled from the Engine House to Sydney Road through underground brick races (tunnels) which are still present. The retention of some of the original rectification equipment and fixtures give an indication of the original function of the substation building.

The full VHR documentation for the Former Cable Tram Engine House & Tram Substation is provided at Appendix B.

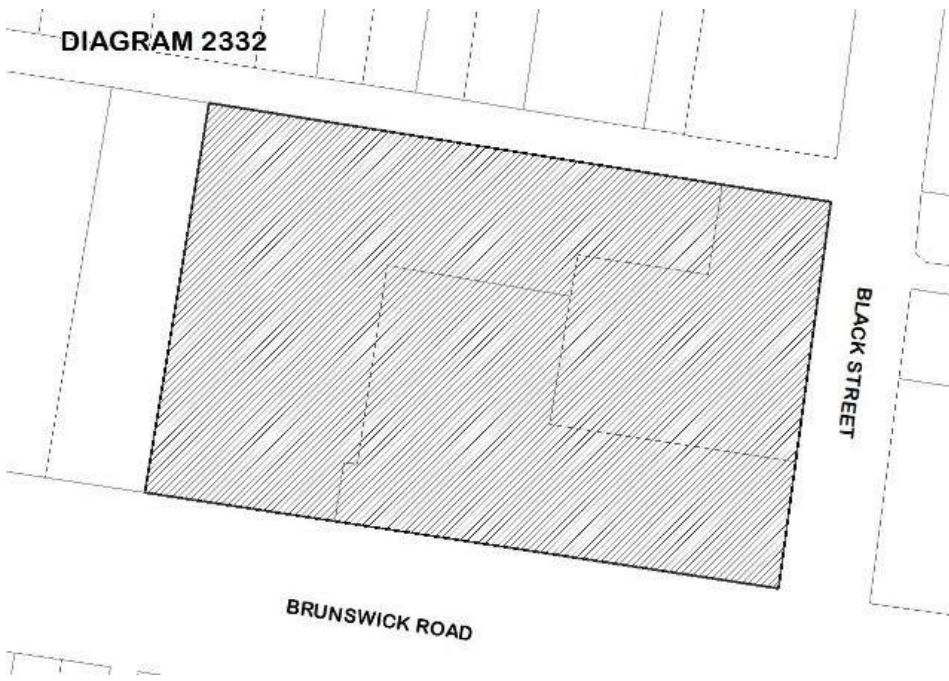


Figure 48. Gazetted extent of VHR H2332. (Source: Diagram H2332, Victorian Heritage Database citation for VHR H2332)





Figure 49. VHR H2332 within and adjacent to the RPA. (Source: Extract of 'RPA Heritage Controls Map 2', GJM Heritage)



Figure 50. Looking northwest from the corner of Brunswick Road and Black Street to the Former Cable Tram Engine House & Tram Substation (VHR H2332).

5.2 VHI Places included within Referral Project Area

5.2.1 Royal Park (VHI H7822-2311)

Royal Park is included on both the VHI and the VHR (H2337). The place is considered to have archaeological value for the following reasons:

Royal Park is historically and socially significant for its association with mid to late 19th century use as a recreational park, its association with late 19th century railway infrastructure, its association with the Burke and Wills expedition, its association with late 19th to mid-20th century Australian and American military forces, and its continued use as a place of recreation spanning 169 years, to date.

Royal Park is aesthetically significant as an example of a metropolitan park and for its ongoing dedication to retaining and maintaining native and indigenous plants spanning 169 years, to date.

Royal Park is archaeologically significant for its potential to contain archaeological features and/or deposits related to the mid to late 19th century

use as a recreational park, to the late 19th century railway infrastructure, and the late 19th to mid-20th century Australian and American military forces.



Figure 51. Royal Park VHI H7822-2311 (large blue polygon) overlaid on aerial imagery. (Source: VicPlan, accessed 16 November 2023)

Refer also to **Figure 3**.

5.2.2 Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386)

The VHI listing notes that the Upfield Railway Infrastructure is a collection of seven (7) non-contiguous sites which represent a range of railway activities from the early 1880s including daily operation functions to allow the transportation of goods and people, industrial usage, the operation of the rail system in an urban environment, and the permanent residential aspect associated with gatekeepers and station masters' houses.

The non-contiguous site is of archaeological significance for its potential to provide evidence of the operation of the railway line, including insights into the daily operations and of workers associated with its operation.

Two of the non-contiguous sites are included within the RPA. A site at the northeast corner of the Tinning Street level crossing may contain archaeological remains associated with the Tinning Street Gatekeeper's Cabin (also part of the Former Coburg Railway Line VHR H0952). The other site is located at the southeast corner of the Albion Street level crossing and is largely occupied by the existing Anstey Station building.



Figure 52. Upfield Railway Infrastructure: Brunswick to Coburg sites (VHI H7822-2386) within the RPA, near Tinning and Albion streets (blue polygons) overlaid on aerial imagery. (Source: VicPlan, accessed 16 November 2023)





Figure 53. (top) and Figure 54. (bottom) Upfield Railway Infrastructure: Brunswick to Coburg sites (VHI H7822-2386) within the RPA. (Source: Extract of 'RPA Heritage Controls Map 4' (top) and Extract of 'RPA Heritage Controls Map 5' (bottom), GJM Heritage)

- Key**
- Heritage Controls:**
- Victorian Heritage Register
 - Current location of heritage elements within VHR H0952
 - Victorian Heritage Inventory
- Project Area:**
- Project Area
 - Main Works
 - Ancillary Works
- Existing Railway Station
 - Existing Railway Line

5.2.3 Former Dwelling at 13 Orient Grove (VHI H7822-2441)

The VHI listing notes that the site at 13 Orient Grove has the potential to contain archaeological remains related to the early twentieth century dwelling that was previously located on the site.

A small weatherboard dwelling is evident on the site in a 1906 Melbourne and Metropolitan Board of Works plan (MMBW Detail Plan 104), since demolished (between 1956 and 1979) and replaced with the existing dwelling. The VHI listing notes that the site is likely to provide evidence of the historical development of Brunswick in the early twentieth century.





Figure 55. Former Dwelling at 13 Orient Grove (blue polygon) overlaid on aerial imagery (Source: VicPlan, accessed 29 April 2025)



Figure 56. Former Dwelling at 13 Orient Grove (VHI H7822-2441) within the RPA (Source: Extract of 'RPA Heritage Controls Map 4', GJM Heritage)

Key

Heritage Controls:

- Victorian Heritage Register
- Current location of heritage elements within VHR H0952
- Victorian Heritage Inventory

Project Area:

- Project Area
- Main Works
- Ancillary Works

- Existing Railway Station
- Existing Railway Line

5.3 VHR Places immediately adjacent to Referral Project Area

5.3.1 Women's Dressing Pavilion (VHR H1585)

The Women's Dressing Pavilion is located north of Old Poplar Road, at the western edge of Poplar Oval.

The place is of historic significance to the State of Victoria:

- *As one of the first purpose built sporting facilities for women in Victoria. The provision of these facilities was instrumental in the development of women's athletics in Australia.*



- For its association with the recognition in the first half of the twentieth century of women’s ability and right to participate in competitive sport.

The place comprises two separate single-storey masonry buildings constructed in 1937, with cruciform plans, and gable roofs clad in terracotta tiles. An at-grade carpark extends west of the place. Several large coniferous trees are located immediate north and east of the buildings.

The full VHR documentation for the Women’s Dressing Pavilion is provided at Appendix B.



Figure 57. Women’s Dressing Pavilion (VHR H1585) indicated by the red arrow, within Royal Park. (Source: Vicplan, accessed 22 November 2023)

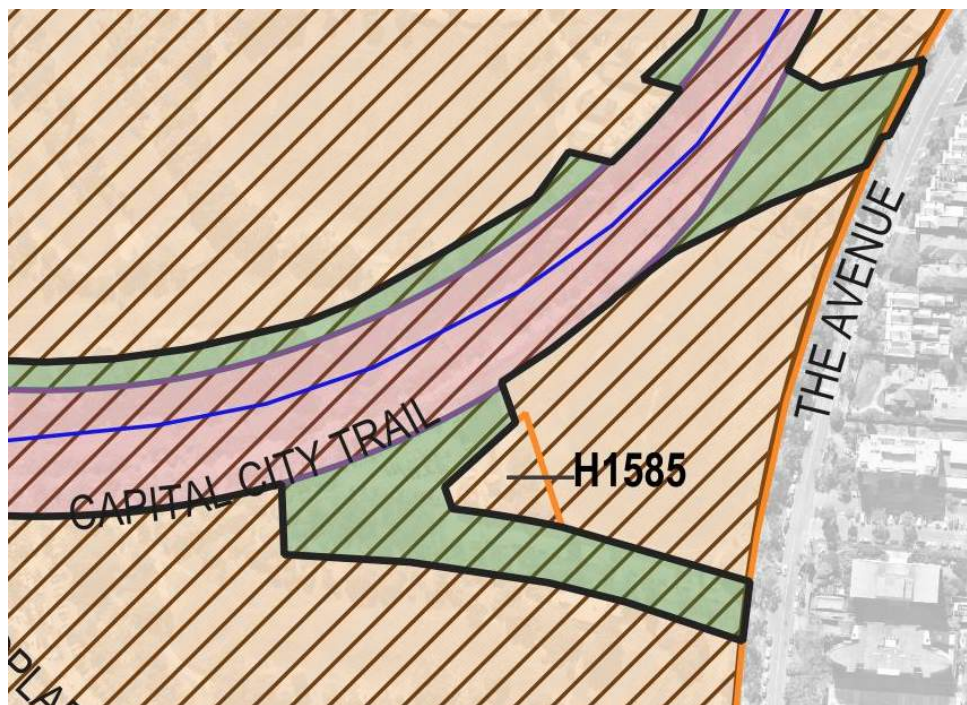


Figure 58. Ancillary works adjacent to the Women’s Dressing Pavilion (VHR H1585). Note: other heritage places are also shown. (Source: Extract of GJM ‘RPA Heritage Controls Map 1’)

Key	
Heritage Controls:	
	Victorian Heritage Register
	Current location of heritage elements within VHR H0952
	Victorian Heritage Inventory
Project Area:	
	Project Area
	Main Works
	Ancillary Works
	Existing Railway Station
	Existing Railway Line





Figure 59. Women's Dressing Pavilion, showing architectural detail. (Source: Victorian Heritage Database, accessed 16 November 2023)



Figure 60. Looking north from Old Poplar Road to the Women's Dressing Pavilion. (Source: Google Streetview, image dated July 2019, accessed 16 November 2023)

5.3.2 Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285)

The Former Ferry Terra Cotta and Enamelled Brickworks Office is located at 310 Albert Street, Brunswick. The Former Office to Graham R Ferry's Terra Cotta and Enamelled Brickworks was constructed in 1887. This eclectic composition of picturesque architectural elements stood at the works entrance as a built 'advertisement' to the brickmaker's and potter's craft. The works closed after Ferry retired in 1916. The former City of Brunswick purchased the site in 1928 filling in the claypits and demolishing all buildings other than the pottery office which was used to house the scale for a public weighbridge.

The place is of historic and architectural importance to the State of Victoria:

- *As one of few buildings to survive from the 'Little Staffordshire' of brickworks and potteries that predominated in Brunswick for over one hundred years. Brunswick had the largest concentration of clay industry works in Victoria. It has further historical significance for its association with talented terra cotta modeller, Graham R Ferry (1847-1924) who owned and successfully managed the terra cotta & enamelled brickworks in Albert Street, as well as other local clay industry properties.*

- For its unusual eclectic design which creatively incorporates a range of late nineteenth century terra cotta building products into the fabric both for decoration and as a display of the type of wares produced within the works.

The former office is a small red brick building decorated with an ornate terra cotta turret and finely crafted terra cotta architectural mouldings.

The full VHR documentation for the Former Ferry Terra Cotta and Enamelled Brickworks Office is provided at Appendix B.



Figure 61. Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR 1285) indicated by the red arrow, on the south side of Albert Street. (Source: Vicplan, accessed 22 November 2023)



Figure 62. Main works adjacent to the Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR 1285). Note: other heritage places are also shown. (Source: Extract of GJM 'RPA Heritage Controls Map 3')

Key	
Heritage Controls:	
	Victorian Heritage Register
	Current location of heritage elements within VHR H0952
Project Area:	
	Project Area
	Main Works
	Ancillary Works
	Existing Railway Station
	Existing Railway Line





Figure 63. Former Ferry Terra Cotta and Enamelled Brickworks Office. (Source: Google Street View, image dated April 2021, accessed 22 November 2023)

5.3.3 Former Brunswick Gas & Coke Company Retort House (VHR H2027)

The Former Brunswick Gas & Coke Co Retort House (VHR H2027) is located on the south side of Hope Street, near the Hope Street level crossing. The Retort House was among a full complement of gaswork structures erected on this site by engineer Stephen Hutchison for the Brunswick Gas & Coke Company in 1891. The complex made and distributed gas to the Brunswick Council for street lighting as well as to the local community for domestic consumption. The company survived through the 1890s and briefly became the Brunswick Gas Works before closing in 1904. The Lux Foundry purchased the site in 1906 and the retort house served as the company's workshop for making their popular Lux brand stoves and ranges until the late 1950s when the firm was taken over by the Ferrier Company. In the early 1960s the company operated as Craig & Seeley Proprietary Limited and modern offices projecting the company's new image were opened on the site by Premier Bolte in 1963 (see VHR H2026). The retort house was retained in the manufacturing complex and the company's Chef brand stoves became an enduring household name. The firm closed in 2001.

The place is of historical and architectural significance to the State of Victoria:

- *As a rare building type. It is the last retort house to remain from several gas-making works built in the nineteenth century around Melbourne. While some remnant buildings survive from Melbourne's once large gas infrastructure, this is the sole retort house known to remain standing. A twentieth century example stands in Bendigo.*
- *For its association with the gas industry. The site has a long history of association with the industry, first as a gasworks where gas was manufactured, then as a foundry where cast iron stoves were made and more recently as a modern plant for manufacturing gas appliances. The building is representative of the boom period of Melbourne's once expansive gas industry and the competition that developed between the Metropolitan Gas Company and several suburban companies.*



The place comprises a large arched-roof building with polychrome brick walls, including a boundary wall to the east.

The full VHR documentation for the Former Brunswick Gas & Coke Co Retort House is provided at Appendix B.



Figure 64. Former Brunswick Gas & Coke Co. Retort House (VHR H2027) indicated by the red arrow, on the south side of Hope Street. (Source: Vicplan, accessed 22 November 2023)



Figure 65. Main works adjacent to the Former Brunswick Gas & Coke Co. Retort House (VHR H2027). Note: other heritage places are also shown. (Source: Extract of GJM 'RPA Heritage Controls Map 4')



Figure 66. Looking southwest from Hope Street level crossing across the rail corridor to the Former Brunswick Gas & Coke Co Retort House, also showing east boundary wall.

5.3.4 Craig & Seeley Offices and Showroom (VHR H2026)

The Craig & Seeley Offices and Showroom is located at the south-east corner of Hope and Percy streets. The Craig & Seeley Offices and Showroom were designed in 1962 as the new headquarters for the manufacturer of Chef brand cookers. They were opened by Premier Bolte in July 1963. Designed by Melbourne architect Theodore Berman, the building projected a modern image for a company newly established on a site long associated with the gas industry and stove manufacturing.

The place is of architectural, aesthetic and historical significance to the State of Victoria:

- *For their boldness, invention and defiance of convention in their external design. The offices have further importance for illustrating the company's innovative venture into fabricating and promoting their porcelain enamel ware for modern architectural application.*
- *As one of the best examples of the commercial work of architect Theodore Berman, one of Melbourne's earliest and most fluent exponents of the overt vocabulary of commercial vernacular or featurist architecture.*
- *As the former headquarters of Australia's largest cooking appliance manufacturer. The building is associated with the great surge of manufacturing in the post war years and the redevelopment and immigration programmes that sustained this activity.*
- *For their association with the gas industry. The site has a long history of association with the industry, first as a gasworks where gas was manufactured, then as a foundry where cast iron stoves were made and more recently as a modern plant for manufacturing gas appliances. The modern offices stand in juxtaposition with the surviving nineteenth century retort house, the two buildings providing a narrative of our changing use of gas and its associated technologies.*

The place comprises a substantial two-storey industrial building, and land to the northwest of the site comprising at-grade concrete carparking.

The full VHR documentation for the Craig & Seeley Offices and Showroom is provided at Appendix B.



Figure 67. Craig & Seeley Offices and Showroom (VHR H2026) indicated by the red arrow, on the south-east corner of Hope and Percy streets. (Source: Vicplan, accessed 22 November 2023)



Figure 68. Main works adjacent to the Craig & Seeley Offices and Showroom (VHR H2026). Note: other heritage places are also shown. (Source: Extract of GJM 'RPA Heritage Controls Map 4')

- Key**
- Heritage Controls:
- Victorian Heritage Register
 - Current location of heritage elements within VHR H0952
- Project Area:
- Project Area
 - Main Works
 - Ancillary Works
- Existing Railway Station
 - Existing Railway Line



Figure 69. Craig & Seeley Offices and Showroom. (Source: Victorian Heritage Database, accessed 16 November 2023)



5.3.5 Former Melville's Grain Store (VHR H0705)

The Former Melville's Grain Store is located on the north-west corner of Tinning and Colebrook streets, near the Tinning Street level crossing. This substantial complex of three bluestone grain stores was erected between 1888 and 1891 for Donald Melville, a prominent local wool and grain merchant and Member of Parliament. In 1911, they became known as the Moreland Grain and Free Store. The State Electricity Commission acquired them for a briquette depot in 1932 and during the Second World War they were occupied by the American Army and the Commonwealth Customs Department.

The place is of cultural heritage significance to the State of Victoria, for the following reasons:

- *They represent a substantial use of bluestone and are a reflection of the 19th century quarrying industry in Brunswick.*
- *They are a large and rare expression of the 19th century trade in grain, corn, seeds, hay etc. prior to bulk supply of grain.*
- *They are a substantial example of a grain store not related to the milling industry.*
- *They are important for their association with the Hon D Melville, a prominent politician and grain merchant who conducted his business from these premises for several years.*

The place comprises several substantial bluestone buildings with extant bluestone lanes and crossovers. The southern building has been adaptively reused as housing. A siding also remains extant in the Colebrook Street roadway that formerly provided railway access to and from the buildings.

The full VHR documentation for the Former Melville's Grain Store is provided at Appendix B.



Figure 70. Former Melville's Grain Store (VHR H0705) indicated by the red arrow, on the north-west corner of Tinning and Colebrook streets. Note the polygon immediately right is part of VHR H0952. (Source: Vicplan, accessed 22 November 2023)



Figure 71. Main works adjacent to the Former Melville’s Grain Store (VHR H0705). Note: other heritage places are also shown. (Source: Extract of GJM ‘RPA Heritage Controls Map 5’)



Figure 72. East elevation of part of the Former Melville’s Grain Store as viewed looking southwest along Colebrook Street. (Source: Google Streetview, image dated September 2022, accessed 16 November 2023)

5.4 VHI Places adjacent to Referral Project Area

5.4.1 Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217)

The Former Brunswick Road Cable Tram Engine House Track Precinct extends from Sydney Road to the Former Cable Tram Engine House & Tram Substation (VHR H2332) on the north-west corner of Brunswick Road and Black Street.

The site is included on the VHI for the following reasons:

- *The remains in the tram track precinct are highly significant as they display how Melbourne’s cable tram system operated.*

- The Melbourne cable tram network was constructed by the Melbourne Tramways Trust during 1885-91. It was considered to be the world's largest cable tramway network under single ownership.
- The precinct in the streets outside the former cable tram engine house buildings has potential to contain significant 19th century archaeological remains (such as double tram tracks, wood blocked and/or stone setts paving, deep concrete cable tunnels centred under each track, inspection manholes and cast iron covers, large brick pits for the horizontal sheaves, and possibly small traces of equipment). They are less likely to be intact for sites where the cable tramway was replaced by an electric tramway because the cable tram infrastructure was unsuitable for electric trams and was generally removed for construction of the electric tracks.



Figure 73. Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217) (blue polygon) overlaid on aerial imagery. (Source: VicPlan, accessed 30 October 2024)



Figure 74. Ancillary works adjacent to the Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217). (Source: Extract of GJM 'RPA Heritage Controls Map 2')

Key

Heritage Controls:	
	Victorian Heritage Register
	Current location of heritage elements within VHR H0952
	Victorian Heritage Inventory
Project Area:	
	Project Area
	Main Works
	Ancillary Works
	Existing Railway Station
	Existing Railway Line

5.4.2 Former Brunswick Cable Tram Depot Precinct (H7822-2230)

The Former Brunswick Cable Tram Depot Precinct is located at 807-823 Sydney Road, Brunswick, and extends along Sydney Road alignment from Tinning Street to Moreland Road.



The site is included on the VHI for the following reasons:

- *The remains within the Brunswick Cable Tram Depot Precinct are highly significant as they have the potential to provide information on how Melbourne’s early cable tram system operated, as well as how depot staff responded to the potential threats of World War II. The presence of evidence of early tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway.*
- *The zig-zag trench comprises a significant archaeological feature of Melbourne’s history during World War II which are not commonly investigated archaeologically. Evidence found has the potential to provide information on the technology, construction, and use of the air raid slit trench in an urban context. This will provide information on how the people of Brunswick responded to the possibility of war during, and after, World War II.*
- *Additionally, as one of the early major thoroughfares in Melbourne and the early construction of cable tramways, Sydney Road is of historical significance. The presence of evidence of early road and tram infrastructure has the potential to provide information about the technology, construction and operation of the cable tramway, and of early road construction.*

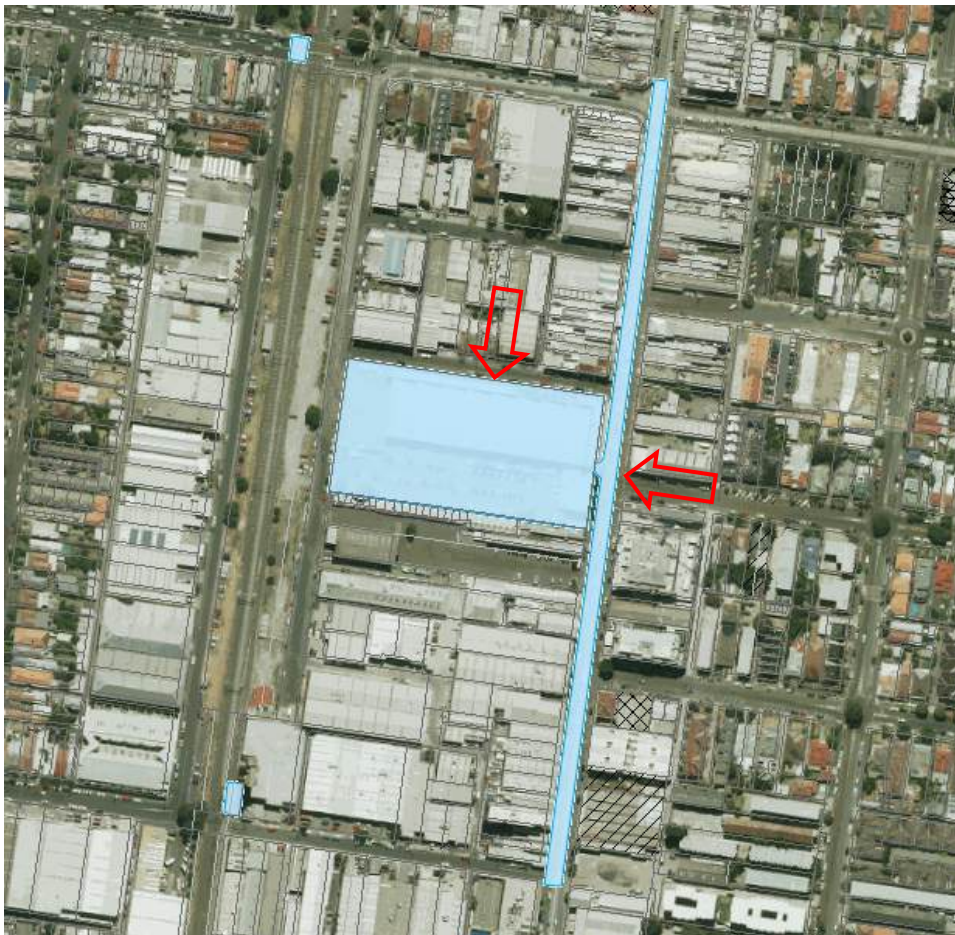


Figure 75. Former Brunswick Cable Tram Depot Precinct (H7822-2230) (blue polygons) indicated by the red arrows. (Source: VicPlan, accessed 22 November 2023)



Figure 76. Ancillary and main works adjacent to the Former Brunswick Cable Tram Depot Precinct (H7822-2230). (Source: Extract of GJM 'RPA Heritage Controls Map 5')



6 ANALYSIS & IMPACT ASSESSMENT

The Project comprises ancillary and main works packages as described in Section 3 of this HHIA. Different areas may be subject to both ancillary and main works.

This section provides an assessment of the potential impacts of project works (both ancillary and main works) on VHR and VHI places within and immediately adjacent to the RPA. It is reiterated that the Project remains at a conceptual design phase, and changes to the impacts associated with the project works may occur due to changes to the scope during the detailed design phase. Such changes can be managed through the permit or consent processes established under the Heritage Act.

For each place, a comment on the current approval requirements has been provided and recommendations have been made for minimisation and mitigation of heritage impacts. It is noted that these recommendations are currently being discussed with Heritage Victoria and may be refined or added to during the detailed design phase.

6.1 Royal Park (VHR H2337 and VHI H7822-2311)

6.1.1 Project Works

[Refer to Figure 3 and Appendix A for mapping]

Ancillary Works

A small area to the west of Royal Park Railway Station (between the railway line and the light rail alignment) may be used for laydown. Access would be via existing roadways and the rail corridor. The potential laydown area comprises a grassed area with scattered shrubs. Works would likely involve clearing the site, erecting temporary fencing around the perimeter and installation of temporary services and site sheds.

For the ancillary works areas located along the north and east of the rail line, from the Poplar Road crossing in the west, to Park Street, works are proposed to be contained within the rail corridor, however there is potential for trees within approximately one metre of the edge of the VicTrack boundary (i.e. within Royal Park, abutting the northern/eastern edge of the VicTrack boundary), to be impacted through pruning, lopping or removal. Some impacts may occur to vegetation beyond the one metre impact area.

For the ancillary works area south of the Park Street and to the west of the rail reserve, utilities works are proposed and vegetation within approximately one metre of the southern edge of the road reserve will be removed. Vegetation beyond the one metre impact area is likely to be retained but pruning may be required.

Any tree removal will be avoided where possible in favour of pruning and lopping in accordance with Australian Standard AS 4373-2007).

For the Old Poplar Road ancillary works area and the area of land containing the Inner Circle Rail Trail, no major works will occur. There will be no tree removal, no laydown areas and no temporary fencing (to allow the community to continue to access these areas at all times). Small vehicle access may occur and pruning of vegetation may be required.

Main Works

The main works package affects areas of Royal Park within the rail corridor. These works are likely to involve:

- Demolition/removal of all existing rail-related infrastructure including two historic signals and the Park Street gatekeepers' cabin and gates, but not including the early twentieth century up-side Royal Park Railway Station building and associated platform;
- Existing shared user path removal;
- Excavation and trenching for the installation of CSR;
- Piling and installation of a new elevated rail bridge, including construction of retaining wall structures where required, rising between Royal Park Railway Station and Park Street;
- Realignment of existing track, installation of new track and upgrade of signalling and OHLE; and
- Construction of a new SUP, including new hard and soft landscaping treatments.

6.1.2 Impact Assessment

A key impact of the proposed works is the construction of the new rail bridge within the existing railway cutting and corridor, which will introduce a substantial piece of new built form into the landscape of Royal Park. Notwithstanding the scale of this insertion, the existing topography of the railway corridor in this area, which is largely set within a deep cutting, means that the new bridge will be completely concealed from views within the extent of registration across the park until the northern-most end of the park. The rail bridge will become visible in the last 150-200m of the approach to Park Street in the north, to a maximum height of approximately 4.5m from natural ground level at the Park Street boundary (equivalent to the height of an average single-storey hip-roofed house). In this location, the Royal Park Tennis Club and the Royal Park Substation currently provides built form at a similar height and, as a result, there are currently no expansive views across the park that will be interrupted through the introduction of a further structure. The stand of tall mature trees between the railway corridor and McAlister Oval will continue to dominate the views through this location, above the new bridge. The visual presence of the new structure can be minimised through appropriate colour and material selection, screen design and articulation, and adjacent landscape treatments. This is discussed further in Section 6.1.4 below.

The construction of the rail bridge will require the removal of railway infrastructure from within the extent of registration for Royal Park, including:

- Park Street Gatekeeper's Cabin; and
- Two semaphore signals.

This fabric is not identified or described in the Statement of Significance for Royal Park (VHR H2337), and is more readily associated with the values of the adjacent heritage place, the Former Coburg Railway Line (VHR H0952), noting that the Park Street Gatekeeper's Cabin is also included within VHR H0952 and one of the signals

has been relocated from its original position north of Park Street, to Royal Park. The removal of this fabric will not adversely impact the cultural heritage significance of Royal Park but will have an impact on the Former Coburg Railway Line and is therefore discussed further at Section 6.2 below.

Another key impact of the proposed works is the potential removal of trees along the railway corridor and Park Street to facilitate the construction of the rail bridge. Royal Park has aesthetic and rarity value as a highly intact example of a public park set aside in the 1840s, in its retained stands – rather than single specimens – of indigenous remnant vegetation, and in the ongoing commitment of the park’s management to native plantings. The removal of mature vegetation within the RPA is potentially required as part of the Main Works package. While the Project is committed to minimising tree removals to the greatest extent possible, there is the potential for removal of some significant trees.

The “stands of remnant indigenous vegetation” identified in the Statement of Significance for Royal Park are not defined, however, it appears that the Project will potentially impact some stands of mature native trees dating from the early twentieth century, including *Corymbia maculata*, *Eucalyptus camaldulensis*, *Eucalyptus cladocalyx*, *Eucalyptus leucoxydon*, *Eucalyptus melliodora*, *Acacia* sp. and *Bursaria* sp. (among others), located adjacent to the railway line and along Park Street in the northern-most section of the park (see Figure 77). While the stands are not *remnant* indigenous vegetation, they do reflect the “ongoing dedication to planting native and indigenous plants” and have high aesthetic landscape value as established stands of native trees. The potential loss of trees within these stands represents an adverse impact on this portion of Royal Park. Notwithstanding this impact, it is noted that the works are confined to a small portion of the park as a whole, and that the vast majority of established trees within the balance of Royal Park – along with their associated landscape value – will not be impacted. The aesthetic and rarity values associated with the landscape character of Royal Park as a whole will remain highly intact.

It is recommended that the detailed design phase avoid and minimise mature tree removals to the greatest extent possible. This is discussed further in Section 6.1.4 below.



Figure 77. Royal Park looking east c1925-c1940. Park Street and northern section of railway alignment indicated with red arrows (Source: State Library of Victoria, ID 1653906)

In addition to the above impacts, the works may partially obscure the site of Regional Geological and Geomorphological Significance located on the south side of the railway corridor, west of Royal Park Railway Station. The feature is not identified or described in the Statement of Significance for Royal Park; however, it is indirectly linked to the landscape character of the place, which contributes to its aesthetic significance. Retaining at least one key public realm view of the geological feature will ensure it continues to contribute to the understanding of the place’s landscape character.



The Project will not occupy any key recreational spaces to facilitate construction and will therefore not limit the sporting or recreational use of Royal Park during or following construction. As a result, the historical values of the place will not be adversely impacted. The provision of an upgraded SUP will enhance the access and usability of the place for public recreation.

Archaeological Impacts

The main works have the potential to damage or disturb archaeological features or deposits related to the:

- 19th century construction and ongoing utilisation of the railway (including the Upfield Railway Line and Former Clifton Hill Railway Line (Circle Line); and
- The sporting and recreational use of the park.

It is noted that archaeological features or deposits – as well as above-ground infrastructure – relating to both the sporting/recreational use of the park and the 19th century construction and use of the Upfield Railway Line (Former Coburg Railway Line) are likely to remain undisturbed in other areas of Royal Park. Archaeological features or deposits relating to the 19th century construction and use of the Former Clifton Hill Railway Line will remain undisturbed throughout other sections of the former Circle Line Reserve.

6.1.3 Approval Requirements

Both the ancillary and main works within Royal Park will require permit approval under the Heritage Act. All works within the extent of VHI listing for Royal Park (VHI H7822-2311) will require consent approval under the Heritage Act. These approval processes are well-established and understood and engagement with Heritage Victoria has already commenced.

6.1.4 Recommended Mitigation Measures

Consultation with Heritage Victoria is occurring in respect of the following potential mitigation measures, many of which are undertaken as standard ‘business as usual’ mitigation practices by LXR on all projects:

- Where practicable, avoid the removal of mature tree specimens, particularly within the stands of native tree plantings to the north and west of the railway line and along Park Street, to the greatest extent possible. Where removal is necessary, replant like-for-like in as close to original location as possible;
- Where possible, minimise lopping works to mature native trees to the greatest extent possible;
- Reinststate laydown areas to their former condition and use at the completion of works;
- Select materials, colours and screen/retaining wall designs for the bridge structure that are visually recessive and give prominence to the vegetated setting of Royal Park;



- Ensure the geological feature remains visible from a key public viewing point post-construction;
- Undertake photographic archival recording of the Heritage Place prior to the commencement of works in accordance with Heritage Victoria Guidance ‘Specification for Submission of Archival Photographic Records’; and
- Incorporate heritage interpretation devices within the SUP/new open space to provide information on the history of the rail through Royal Park. Interpretation should reference or reflect relevant sections of the Royal Park Masterplan and Conservation Management Plan (currently under preparation) as relevant.

The following potential mitigation measures relate to the railway infrastructure within Royal Park that shares heritage values with the Former Coburg Railway Line (VHR H0952):

- Carefully dismantle and remove Signals 23 and 24B, the Park Street Gatekeepers’ Cabin and the Park Street gates prior to commencement of works and provide for their safe storage of during works;
- Conserve and reinstate the Signals 23 and 24B, the Park Street Gatekeepers’ Cabin and the Park Street gates in as close to their original or historic location as possible (refer to Appendix C for recommended conservation and reinstatement actions of each heritage element);
- Undertake photographic archival recording of the Heritage Place prior to the commencement of works in accordance with Heritage Victoria Guidance ‘Specification for Submission of Archival Photographic Records’; and
- Provide interpretation of the Former Coburg Railway Line, including identification signage for the individual items above.

Archaeological Impact Management

Impacts to areas of archaeological potential will be minimised to the greatest extent possible through detailed design; however, impacts may not be able to be avoided.

Heritage Victoria may issue a consent to damage or disturb an archaeological site subject to consent conditions that are appropriate for the type of work being undertaken and the potential complexity of the archaeological deposit. Conditions applied to a consent to damage or disturb may include:

- Requiring the induction of workers on-site so that everyone is aware of the potential for archaeological deposits to occur within the RPA and able to appropriately respond to their disturbance, for instance by contacting a nominated project archaeologist; and
- Requiring archaeological investigation of the site by a team of suitably qualified archaeologists including historical research, excavation, analysis, conservation of recovered artefacts and associated reporting.

6.1.5 Summary

In summary, it is considered that the Project has the potential for substantial impacts to Royal Park due to the introduction of a new, large rail bridge structure and the



removal of mature trees. These impacts can be reduced through a variety of measures (see above) but cannot be fully mitigated. The permit process under the Heritage Act is able to adequately consider and manage such impacts.

Notwithstanding the potential substantial impacts, it is noted that the works are confined to a small portion of the park as a whole, and that the vast majority of established trees within the balance of Royal Park – along with their associated landscape value – will not be impacted. The aesthetic and rarity values associated with the landscape character of Royal Park as a whole will remain highly intact. It is further noted that the Project will not occupy any key open or recreational spaces to facilitate construction and will therefore not limit the sporting or recreational use of Royal Park, or an appreciation of its original form and open vistas during or following construction. As a result, the historical values of the place of the place as a whole will not be adversely compromised.

6.2 Former Coburg Railway Line (VHR H0952)

6.2.1 Project Works

[Refer to Figure 19 - Figure 22 and Appendix A for mapping]

Ancillary Works

Ancillary works within the registered extent of the Former Coburg Railway Line (VHR H0952) are limited to two small sections of the (closed) Phoenix Street level crossing that are earmarked for utilities relocation. It is noted that the Phoenix Street gates remain extant at this location and form part of the collection of railway infrastructure integral to the cultural heritage significance of VHR H0952. The gates may require removal to facilitate the works.

Main Works

The main works package affects large sections of the Former Coburg Railway Line. These works are likely to involve:

- Demolition/removal of all existing rail-related infrastructure within the RPA including historic signals, signal huts, gatekeepers' cabins, gates and sidings, but not including the Jewell and Brunswick up-side station buildings;
- Truncation of the up-side platforms at Jewell and Brunswick Railway Stations (retaining the extent of the platform directly in front of the station buildings and to approximately one metre either side);
- Removal of existing landscaping around Jewell and Brunswick Railway Stations;
- Establishment of construction access along the rail corridor;
- Excavation and trenching/boring for the installation of new services;
- Extensive groundworks, including piling;
- Construction of a new elevated rail bridge, including footings, pylons, concrete superstructure, and associated signalling and OHLE;

- Construction of two new elevated railway stations including access, forecourts at ground level, and associated public infrastructure; and
- Open space works to the rail bridge undercroft, including construction of a new SUP, and new hard and soft landscaping treatments.

The works are likely to require the *in situ* isolation and protection during works, of:

- Jewell Railway Station and a portion of the up-side platform;
- Brunswick Railway Station and a portion of the up-side platform;

The proposed works are likely to require the complete removal of:

- Park Street Gatekeeper's Cabin & Wash Closet;
- Park Street Gates;
- Brunswick Road Gatekeeper's Cabin;
- Barkly Street Gates;
- Barkly Street Gatekeeper's Cabin;
- Union Street Gate Posts;
- Union Street Signal Box & Wash Closet;
- Albert Street Gatekeeper's Cabin & Wash Closet;
- Victoria Street Signal Box and Wash Closet;
- Semaphore Signal 24B;
- Semaphore Signal 25;
- Semaphore Signal 28;
- Semaphore Signal 29;
- Semaphore Signal 31;
- Semaphore Signal 33B;
- Semaphore Signal 40 or 50;
- Timber buffer;
- Phoenix Street Gates;
- Phoenix Street Downside Siding;
- Tinning Street Gates; and
- A portion of the Colebrook Street Sidings.

6.2.2 Impact Assessment

The ancillary works at Phoenix Street may require the removal of the historic gates at this location. While their removal as part of the ancillary package has not been confirmed, it is noted that they are also likely to require removal as part of the main works package.

The potential impact of the main works package on the Former Coburg Railway Line (VHR H0952) is substantial and transformational. The potential demolition/removal



or partial demolition of all heritage infrastructure elements within the RPA – which represents the majority of the elements that comprise the Heritage Place – will effectively undermine the reason for which it was included in the VHR.

These works follow on from previous works undertaken to the Heritage Place as part of the Bell-Moreland Level Crossing Removal Project, which impacted two station buildings – Brunswick and Coburg – along with the Moreland Signal Box and Signals 35, 42 and 44. These structures were conserved as part of that project with the signal box and signals reinstated close to their original location following completion of the elevated rail bridge; however, all elements are now set within a substantially altered context.

As a result, demolition or removal of the remaining elements as part of this Project will mean that remaining heritage fabric within VHR H0952 will comprise:

- Four (4) 1880s station buildings with truncated up-side platforms in substantially altered settings and a non-rail use for three of the buildings;
- One (1) signal box (Moreland Signal Box) relocated in a substantially altered setting; and
- Three (3) semaphore signals (Signals 35, 42 and 44) in altered settings.

It is considered that these remaining elements – in the absence of those proposed to be demolished or removed as part of the main works package – will no longer demonstrate the following values for which the place was included in the VHR:

- Historic value as ‘one of the most intact surviving examples of nineteenth century railway line in Victoria’;
- Rarity value for containing nineteenth century structures such as gates, gatekeepers’ cabins, signals and signal boxes which are now rare in Victoria and are evidence of activities and functions which are no longer common in Victoria;
- Representative value as a collection of buildings and other elements of high integrity that are a notable example of nineteenth century railway infrastructure.

In addition, the construction of the new rail bridge and SUP will introduce substantial new built form into the place, irreversibly altering its historic context with the rail-related activities no longer occurring at-grade. At Jewell Railway Station the undercroft of the rail bridge is proposed to be approximately 4.8m above natural ground level, which is lower than the ridgeline of the station building. At Brunswick Railway Station the undercroft of the rail bridge is proposed to sit approximately 0.5m above the ridgeline of the station building. As such, the new rail bridge will significantly encroach into the setting of these two heritage buildings, forming an imposing backdrop when viewed from the east, and limiting views from the west. Views within the Heritage Place, between historic infrastructure elements, will also likely be compromised by new built form, especially by structural pylons for the rail bridge and the ground-level elements of the new elevated railway stations.

As a result, the impacts of the Project on this State-significant Heritage Place are considered to be major and extensive. These impacts can be reduced through mitigation measures recommended below such that the historic, rarity and



representative values of the Heritage Place remain sufficiently legible for the place to continue to warrant inclusion in the VHR; however, the potential impacts of the Project cannot be fully mitigated.

6.2.3 Approval Requirements

All works within the extent of registration for the Former Coburg Railway Line (VHR H0952) will require permit approval under the Heritage Act. The approval process is well-established and understood – as evidenced by the Bell-Moreland Level Crossing Removal Project – and engagement with Heritage Victoria has already commenced.

6.2.4 Recommended Mitigation Measures

The following mitigation measures are consistent with those previously applied as Heritage Permit conditions for the Bell-Moreland Level Crossing Removal Project and consultation with Heritage Victoria is occurring in respect of the following potential measures. It is noted that some of these measures are undertaken as standard ‘business as usual’ mitigation practices by LXP on all projects:

- Ensure heritage elements that are retained *in situ* during works (Jewell and Brunswick up-side station buildings and associated truncated platforms) are physically isolated and protected from vehicle movement and other works-related impacts. Undertake vibration monitoring of the station buildings during works;
- Undertake a suite of conservation works to the retained station buildings (see Appendix C for recommended conservation actions for each building) and fit out to ‘cold shell’ standard to facilitate future re-use of the buildings;
- Carefully dismantle and remove all heritage elements (including all gates, signals, cabins and other heritage elements) prior to commencement of works and provide for their safe storage of during works;
- Conserve all heritage elements (including all gates, signals, cabins and other heritage elements) and reinstate the elements in as close to their original (or historic) locations as possible (refer to Appendix C for recommended conservation and reinstatement actions of each heritage element);
- Integrate the reinstated heritage elements within the new open spaces;
- Prepare and implement a Heritage Interpretation Plan to communicate the historical significance of the Former Coburg Railway Line, to be incorporated within the new open spaces. The plan should be consistent with – and extend – the Bell to Moreland Heritage Interpretation Plan;
- Where possible, locate elements on the elevated rail bridge such as Positions of Safety and egress away from the retained station buildings at Jewell and Brunswick Railway Stations to minimise the visual impacts of the new built form;
- Select materials, colours and screening designs for the bridge structure that are visually recessive and give prominence to the retained heritage fabric and setting of the Former Coburg Railway Line, particularly around Jewell and Brunswick Railway Stations;

- Where possible, use a similar design language to the Bell to Moreland project works in order to provide a sense of continuity across the heritage place; and
- Undertake photographic archival recording of the Heritage Place prior to the commencement of works in accordance with Heritage Victoria Guidance ‘Specification for Submission of Archival Photographic Records’.

6.2.5 Summary

In summary, the impacts of the Project on this State-significant Heritage Place are considered to be potentially major and extensive. These impacts can be reduced through mitigation measures identified above such that the historic, rarity and representative values of the Heritage Place remain sufficiently legible for the place to continue to warrant inclusion in the VHR; however, the potential impacts of the Project cannot be fully mitigated. The permit process under the Heritage Act is able to adequately consider and manage such impacts.

6.3 Royal Parade (VHR H2198)

6.3.1 Project Works

[Refer to Figure 46 and Appendix A for mapping]

Ancillary Works

No Ancillary Works are proposed within the extent of registration for Royal Parade.

Main Works

A small area at the far north end of the extent of registration for Royal Parade (VHR H2198) is included in the Main Works scope. It is likely that the works will include road resurfacing, minor regrading and/or utilities relocation.

6.3.2 Impact Assessment

The historical, aesthetic and social significance of Royal Parade is embodied in the design and arrangement of the carriageways, footpaths and medians, and the established avenue plantings of trees. The works likely to occur within the RPA, including road resurfacing and utility relocation, are unlikely to have an adverse impact on any significant elements, noting that the road surfaces themselves are not original and not significant. The proposed works are likely to have little to no visual impact on Royal Parade.

6.3.3 Approval Requirements

It is likely that the works within the extent of registration for Royal Parade (VHR H2198) will be able to be approved by a permit exemption in accordance with s.92 of the Heritage Act.

6.3.4 Recommended Mitigation Measures

No impacts to the heritage fabric of Royal Parade are anticipated that would necessitate mitigation measures.

6.3.5 Summary

The proposed works are likely to have little to no heritage impact on Royal Parade. The permit exemption process under the Heritage Act is likely to be able to adequately consider and manage such works.

6.4 Former Cable Tram Engine House & Tram Substation (VHR H2332)

6.4.1 Project Works

[Refer to Figure 49 and Appendix A for mapping]

Ancillary Works

Ancillary works within the extent of registration for the Former Cable Tram Engine House and Tram Substation potentially involve electricity upgrades. The nature and extent of these works are subject to detailed design. For the purposes of this HHIA it is assumed that the works will only impact later electricity installations and will not impact infrastructure associated with the early cable tram use or the early electrification of the tram network, including below-ground infrastructure. The works may require the installation of new electrical switchboards and cabling.

Main Works

No main works are proposed within the extent of registration for VHR H2332.

6.4.2 Impact Assessment

Assuming that the proposed ancillary works will not physically impact early and original cable tram and tram electrification infrastructure registered as part of the place, then the impacts will be minor and will not adversely affect the heritage values of the place.

6.4.3 Approval Requirements

Works within the extent of registration for the Former Cable Tram Engine House and Tram Substation will require permit approval under the Heritage Act. Depending on the final scope of the works, they may be able to be approved by a permit exemption in accordance with s.92 of the Heritage Act.

6.4.4 Recommended Mitigation Measures

The impacts to the heritage fabric of Former Cable Tram Engine House and Tram Substation are unlikely to necessitate mitigation measures.

6.4.5 Summary

The proposed works are likely to have little to no heritage impact on the Former Cable Tram Engine House and Tram Substation. The permit or permit exemption process under the Heritage Act is likely to be able to adequately consider and manage such impacts.

6.5 Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386)

6.5.1 Project Works

[Refer to Figure 53 - Figure 54 and Appendix A for mapping]

Ancillary Works

No ancillary works are proposed within the VHI extent of the Upfield Railway Infrastructure: Brunswick to Coburg.

Main Works

The main works package impacts two non-contiguous parcels of land included within the VHI listing. The site at the northeast corner of the Tinning Street level crossing may contain archaeological remains associated with the Tinning Street Gatekeeper's Cabin. The other site is located at the southeast corner of the Albion Street level crossing and is largely occupied by the existing Anstey Station building.

The main works will potentially remove all archaeological material associated with these two sites to facilitate construction of the rail bridge and to install new services.

6.5.2 Impact Assessment

The main works have the potential to damage or disturb archaeological features or deposits related to:

- Earlier railway infrastructure at Anstey Station, including an early signal box and gatehouse at Albion Street; and
- An early gatehouse at Tinning Street.

It is noted that archaeological features or deposits associated with the 19th century development of the Former Coburg Railway Line – including the five other sites that form part of H7822-2386 as well as existing above-ground infrastructure – will likely remain undisturbed in other areas of the railway corridor.

6.5.3 Approval Requirements

All works within the VHI extent of the Upfield Railway Infrastructure: Brunswick to Coburg (H7822-2386) will require consent approval under the Heritage Act.

6.5.4 Archaeological Impact Management

Impacts to areas of archaeological potential will be minimised to the greatest extent possible through detailed design; however, impacts may not be able to be avoided.

Heritage Victoria may issue a consent to damage or disturb an archaeological site subject to consent conditions that are appropriate for the type of work being undertaken and the potential complexity of the archaeological deposit. Conditions applied to a consent to damage or disturb may include:

- Requiring the induction of workers on-site so that everyone is aware of the potential for archaeological deposits to occur within the RPA and able to appropriately respond to their disturbance, for instance by contacting a nominated project archaeologist; and



- Requiring archaeological investigation of the site by a team of suitably qualified archaeologists including historical research, excavation, analysis, conservation of recovered artefacts and associated reporting.

6.5.5 Summary

In summary, it is considered that the Project has the potential for some impact on the Upfield Railway Infrastructure: Brunswick to Coburg archaeological site due to damaging or disturbing two of the seven non-contiguous sites that make up the VHI listing. These impacts can be reduced through the measures identified above. The archaeological consent process under the Heritage Act is able to adequately consider and manage such impacts.

6.6 Former Dwelling at 13 Orient Grove (VHI H7822-2441)

6.6.1 Project Works

[Refer to Figure 56 and Appendix A for mapping]

Ancillary Works

No ancillary works are proposed within the extent of the Former Dwelling at 13 Orient Grove archaeological site.

Main Works

The proposed main works at the Former Dwelling at 13 Orient Grove site are extensive and require significant ground disturbance to provide for foundations for a new stair and lift access point to a new elevated station. The main works will potentially remove all archaeological material associated with the site.

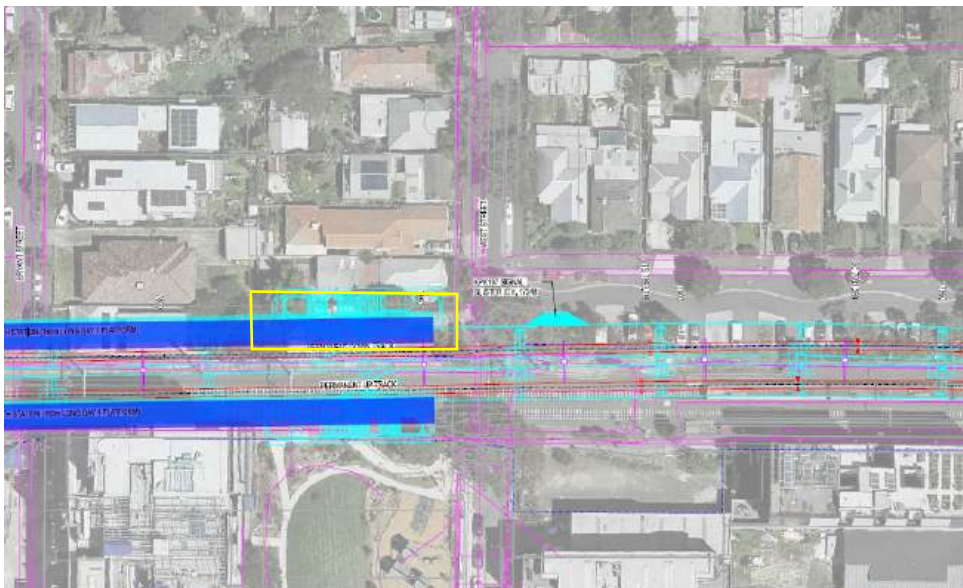


Figure 78. Extract of layout plan showing proposed new stair access to new elevation railway station, to be located at 13 Orient Grove (approximately indicated by yellow polygon). Note that north is to the right of the image. ('Brunswick EES Referral Boundary' Mapbooks (RevM))

6.6.2 Impact Assessment

The main works have the potential to damage or disturb archaeological features or deposits related to the original 1906 dwelling on the site.



It is noted that archaeological features or deposits associated with early 20th century residential buildings – as well as above-ground fabric – have the potential to remain undisturbed within much of the surrounding area.

6.6.3 Approval Requirements

All works within the extent of the VHI listing for the Former Dwelling at 13 Orient Grove will require consent approval under the Heritage Act.

6.6.4 Archaeological Impact Management

Impacts to areas of archaeological potential will be minimised to the greatest extent possible through detailed design; however, impacts may not be able to be avoided.

Heritage Victoria may issue a consent to damage or disturb an archaeological site subject to consent conditions that are appropriate for the type of work being undertaken and the potential complexity of the archaeological deposit. Conditions applied to a consent to damage or disturb may include:

- Requiring the induction of workers on-site so that everyone is aware of the potential for archaeological deposits to occur within the RPA and able to appropriately respond to their disturbance, for instance by contacting a nominated project archaeologist; and
- Requiring archaeological investigation of the site by a team of suitably qualified archaeologists including historical research, excavation, analysis, conservation of recovered artefacts and associated reporting.

6.6.5 Summary

In summary, it is considered that the Project has the potential for impact on the Former Dwelling at 13 Orient Grove archaeological site due to damaging or disturbing the entirety of the site that makes up the VHI listing. These impacts can be reduced through the measures identified above. The archaeological consent process under the Heritage Act is able to adequately consider and manage such impacts.

6.7 Women's Dressing Pavilion (VHR H1585)

6.7.1 Project Works

[Refer to Figure 58 and Appendix A for mapping]

Ancillary Works

An ancillary works area will abut the northwest and southwest boundaries of the Women's Dressing Pavilion site. Only some tree pruning and small vehicle access will occur within this ancillary works area.

Main Works

No main works will occur within or immediately abutting the Women's Dressing Pavilion site.



6.7.2 Impact Assessment

The minor nature of the works proposed to occur within the ancillary works area will not have an adverse impact on the Heritage Place.

6.7.3 Approval Requirements

As no works are occurring within the extent of VHR registration for the Women's Dressing Pavilion, no approval requirement is triggered under the Heritage Act.

6.7.4 Recommended Mitigation Measures

The nature of the adjacent works are unlikely to necessitate mitigation measures for the Women's Dressing Pavilion.

6.7.5 Summary

The proposed adjacent works are likely to have no heritage impact on the Women's Dressing Pavilion.

6.8 Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285)

[Refer to Figure 62 and Appendix A for mapping]

Ancillary Works

No ancillary works occur within or adjacent to the Former Ferry Terra Cotta and Enamelled Brickworks Office (VHR H1285).

Main Works

A main works area abuts the north boundary of the Former Ferry Terra Cotta and Enamelled Brickworks Office along Albert Street. It is likely that works within this area include service installation and upgrade (both above and below-ground), drainage upgrades and road re-surfacing works.

6.8.1 Impact Assessment

The significance of the Former Ferry Terra Cotta and Enamelled Brickworks Office is embodied in its eclectic architectural expression which showcased the products produced by the company. The building will not be impacted by the adjacent works and only minor – if any – impacts on the visual setting of the place will result from the proposed works within the road reserve.

6.8.2 Approval Requirements

As no works are occurring within the extent of registration for the Former Ferry Terra Cotta and Enamelled Brickworks Office, no approval requirement is triggered under the Heritage Act.

6.8.3 Summary

The proposed adjacent works are likely to have no heritage impact on the Former Ferry Terra Cotta and Enamelled Brickworks Office.



6.9 Former Brunswick Gas & Coke Company Retort House (VHR H2027)

6.9.1 Project Works

[Refer to Figure 65 and Appendix A for mapping]

Ancillary Works

No ancillary works are proposed adjacent to the Former Brunswick Gas & Coke Company Retort House (VHR H2027).

Main Works

The main works likely to occur immediately adjacent to the Former Brunswick Gas & Coke Company Retort House include the creation of construction corridors, laying of CSRs, installation of drainage and civil services, and the construction of the elevated rail bridge including piers in close proximity to the Heritage Place.

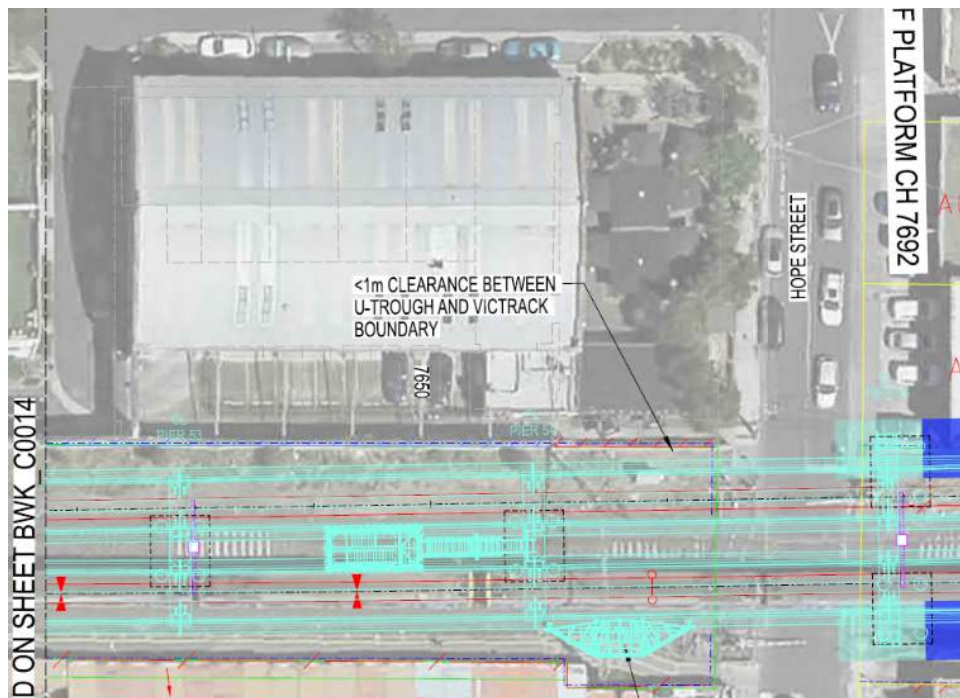


Figure 79. Extract from layout plan showing Former Brunswick Gas & Coke Company Retort House, showing new works adjacent. Note: north is to the right of the image. ('Brunswick EES Referral Boundary' Mapbooks (RevM))

6.9.2 Impact Assessment

Project works have the potential to physically impact the eastern unreinforced brick boundary wall of the Heritage Place, including potential vibration impacts during piling works. The wall originally formed the outer wall of the Retort House building (the roof and side walls have subsequently been removed) and it continues to embody the architectural and historic values of the place as set out in the VHR H2027 Statement of Significance.

The Project will also have a visual impact on the Heritage Place through changes to its setting and historical context resulting from the introduction of substantial new built form in close proximity. Notwithstanding this, the rail bridge structure will remain lower than the height of the Retort House building, which exists within a dense urban environment with tall built form already constructed to the rear (south) and north-east of the Heritage Place. As a result, the overall visual impact of the new

infrastructure is not considered to adversely affect the Former Brunswick Gas & Coke Company Retort House.

6.9.3 Approval Requirements

As no works are occurring within the extent of VHR registration for the Former Brunswick Gas and Coke Company Retort House, no approval requirement is triggered under the Heritage Act.

In accordance with the *General permit exemptions (August 2024)*, the vibration monitoring and conditions survey recommended below may be conducted under Exemption Category 5.0 'Testing, survey and exploration' without approval from Heritage Victoria, subject to compliance with a series of conditions.

Where the vibration monitoring and conditions survey activities cannot comply with the specified conditions, or if strengthening or remedial action is required to the wall fabric, then approval will need to be sought under the Heritage Act.

6.9.4 Recommended Mitigation Measures

Consultation with Heritage Victoria is occurring in respect of the following potential mitigation measures, many of which are undertaken as standard 'business as usual' mitigation practices by LXR on all projects:

- Complete a dilapidation survey of the Heritage Place prior to the commencement of works and a condition survey at the completion of works. If any damage has occurred as a result of the works, rectify the damage in consultation with Heritage Victoria;
- Engage a structural engineer with heritage expertise to complete a structural assessment of eastern boundary wall prior to the commencement of works to determine whether structural strengthening or other protective measures are required;
- Exclusion zones will be implemented between the eastern boundary wall and the works area to ensure adequate protection from vehicle movement and other works-related impacts; and
- Undertake vibration monitoring of the Heritage Place throughout construction activities.

6.9.5 Summary

The proposed adjacent works may have some minor physical and visual impact on the Heritage Place. Should strengthening works to eastern boundary wall of the Heritage Place be required, the Heritage Permit process under the Heritage Act is able to adequately consider and manage such works.

6.10 Craig & Seeley Offices and Showroom (VHR H2026)

6.10.1 Project Works

[Refer to Figure 68 and Appendix A for mapping]



Ancillary Works

No ancillary works occur within or adjacent to the Craig & Seeley Offices and Showroom (VHR H2026).

Main Works

A main works area abuts the north boundary of the Craig & Seeley Offices and Showroom along Hope Street. It is likely that works within this area include service installation and upgrade (both above and below-ground), drainage upgrades and road re-surfacing works.

6.10.2 Impact Assessment

The architectural, aesthetic and historical significance of the Craig & Seeley Offices and Showroom is embodied in its built fabric, in particular the bold post-war design of the building. The principal (north) façade is set back approximately 3.5m from the north boundary of the site and any physical impacts on significant fabric are considered highly unlikely given this curtilage. Only minor – if any – impacts on the visual setting of the place will arise from the proposed works.

6.10.3 Approval Requirements

As no works are occurring within the extent of registration for the Craig & Seeley Offices and Showroom, no approval requirement is triggered under the Heritage Act.

6.10.4 Recommended Mitigation Measures

No impacts to the heritage fabric of the Craig & Seeley Offices and Showroom are anticipated that would necessitate mitigation measures.

6.10.5 Summary

The proposed adjacent works are likely to have no heritage impact on the Craig & Seeley Offices and Showroom.

6.11 Former Melville's Grain Store (VHR H0705)

6.11.1 Project Works

[Refer to Figure 71 and Appendix A for mapping]

Ancillary Works

No ancillary works occur within or adjacent to the Former Melville's Grain Store (VHR H0705).

Main Works

Part of the main works area abuts the Former Melville's Grain Store at the southeast corner of the Heritage Place, with the majority of the main works area occurring along the rail corridor, approximately 15m east of the Heritage Place.

6.11.2 Impact Assessment

The majority of the Heritage Place is considered to be sufficiently removed from the main works area by Colebrook Street to not be subject to potential physical or visual impacts from the proposed works.



Works along Tinning Street within the RPA are likely to include service installation and upgrade (both above and below-ground), drainage upgrades and road re-surfacing works. Physical impacts on significant fabric are considered highly unlikely and only minor – if any – impacts on the visual setting of the place will arise from the proposed works within the road reserve.

6.11.3 Approval Requirements

As no works are occurring within the extent of VHR registration for the Former Melville's Grain Store, no approval requirement is triggered under the Heritage Act.

6.11.4 Recommended Mitigation Measures

No impacts to the heritage fabric of the Former Melville's Grain Store are anticipated that would necessitate mitigation measures.

6.11.5 Summary

The proposed adjacent works are likely to have no heritage impact on the Former Melville's Grain Store.

6.12 Archaeological Places adjacent to the Referral Project Area

The following places included in the VHI are located immediately adjacent to the RPA:

- Former Brunswick Road Cable Tram Engine House Track Precinct (VHI H7822-2217) [Refer to Figure 74 and Appendix A for mapping]; and
- Former Brunswick Cable Tram Depot Precinct (H7822-2230) [Refer to Figure 76 and Appendix A for mapping].

6.12.1 Impact Assessment

The proposed Project Works will not encroach within the identified archaeological extents and are therefore unlikely to impact archaeological fabric associated with those places.

6.12.2 Approval Requirements

No approval requirements are triggered under the Heritage Act.

6.12.3 Archaeological Impact Management

No impacts to potential archaeological material are anticipated that would necessitate mitigation measures.

6.12.4 Summary

The proposed adjacent works are likely to have no heritage impact on VHI sites located immediately adjacent to the RPA.

7 CONCLUSION

In summary, the RPA includes:

- Four (4) places included in the Victorian Heritage Register (VHR), as follows:
 - Royal Park (VHR H2337);
 - Former Coburg Railway Line (VHR H0952) (Note: this place comprises multiple, non-contiguous parcels of land within the RPA);
 - Royal Parade (VHR H2198); and
 - Former Cable Tram Engine House & Tram Substation (VHR H2332).
- Three (3) places included in the Victorian Heritage Inventory (VHI), as follows:
 - Royal Park (VHI H7822-2311); and
 - Upfield Railway Infrastructure: Brunswick to Coburg (VHI H7822-2386) (Note: this place comprises seven, non-contiguous parcels of land, two of which are within the RPA).
 - Former Dwelling at 13 Orient Grove, Brunswick (VHI H7822-2441).

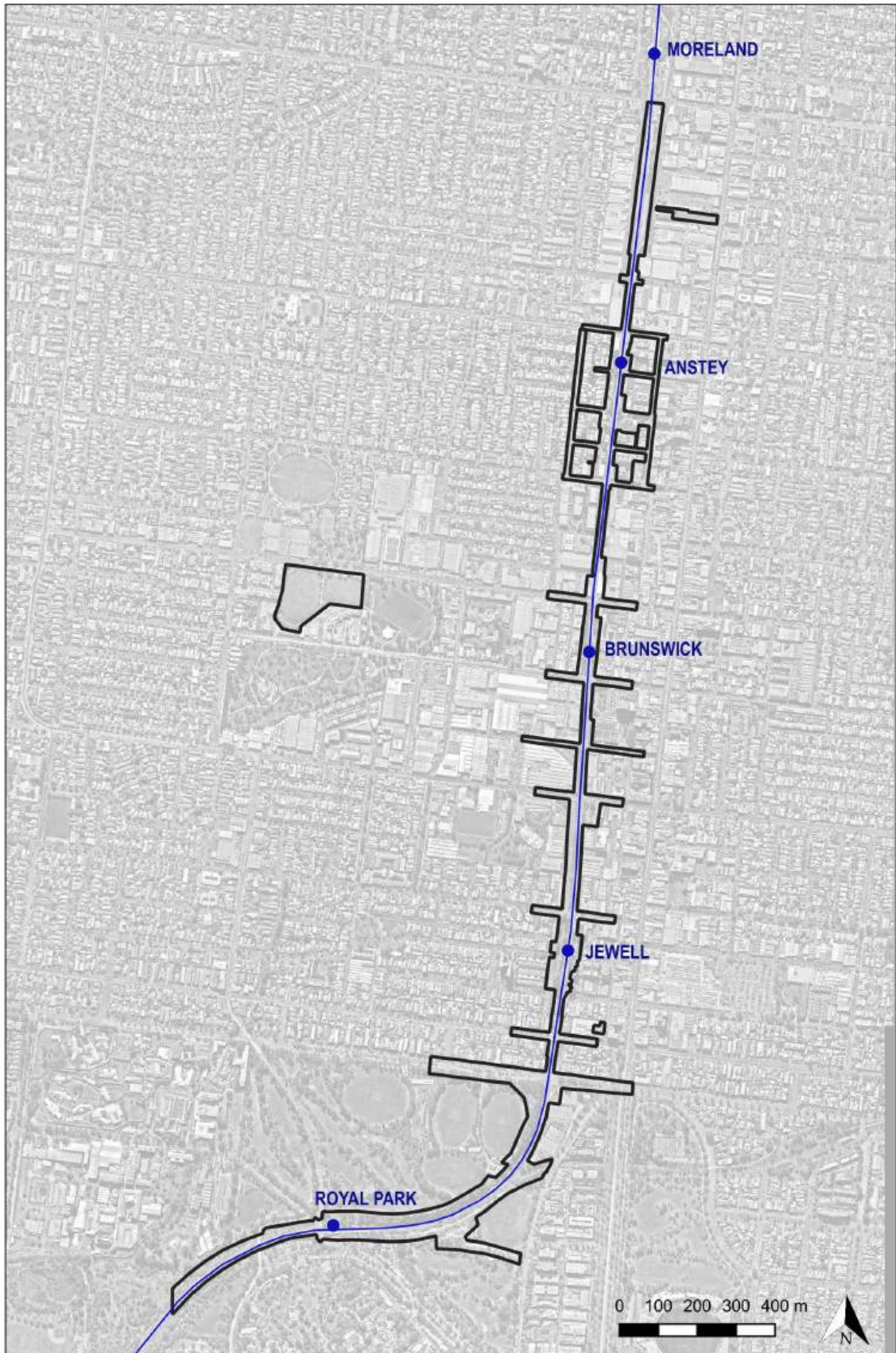
In addition, five (5) VHR places and two (2) VHI places are located immediately adjacent to the RPA.

This HHIA has concluded that:

- Major and extensive heritage impacts are likely to occur to the VHR listed Former Coburg Railway Line (VHR H0952) with less significant – but still substantial – impacts also occurring to Royal Park (VHR H2337 and VHI H7822-2311);
- A small number of other places included in the VHR or VHI are likely to be subject to some lesser or minor impacts as a result of the Project;
- The impacts are likely to occur as a result of demolition of heritage fabric and/or the construction of substantial new built form;
- Well-established approval pathways exist under the Heritage Act to consider and manage the potential impacts; and
- A number of mitigation measures are under consideration in consultation with Heritage Victoria and can be implemented as part of detailed design development to minimise heritage impacts or be applied as a condition of a permit or consent issued under the Heritage Act.

APPENDIX A - REFERRAL PROJECT AREA AND HERITAGE MAPPING





Project Area

Key




-  Project Area
-  Existing Railway Station
-  Existing Railway Line








HERITAGE CONTROLS MAP 1

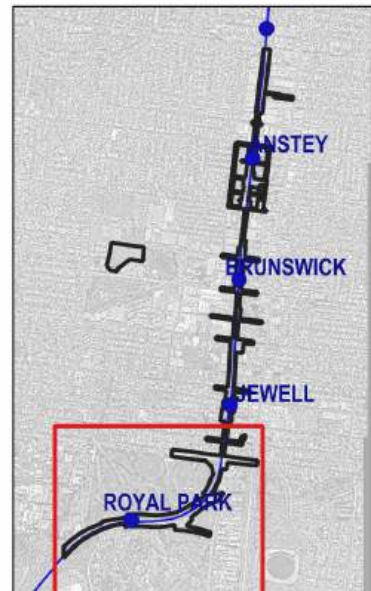
Key

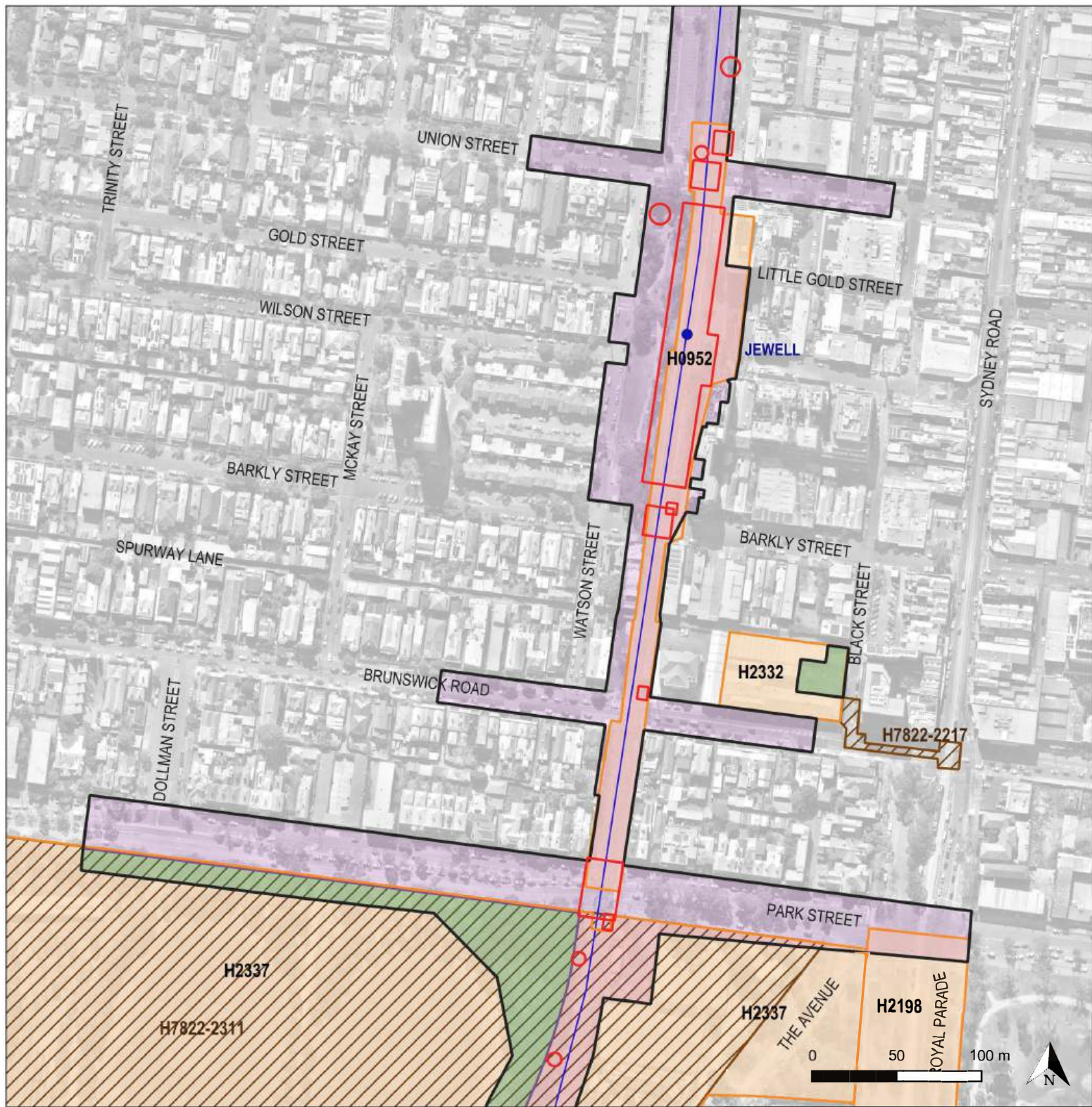
Heritage Controls:

-  Victorian Heritage Register
-  Current location of heritage elements within VHR H0952
-  Victorian Heritage Inventory

Project Area:

-  Project Area
-  Main Works
-  Ancillary Works
-  Existing Railway Station
-  Existing Railway Line













HERITAGE CONTROLS MAP 2

Key

Heritage Controls:

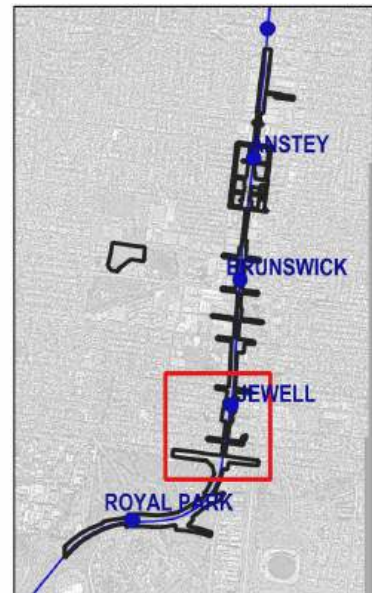
-  Victorian Heritage Register
-  Current location of heritage elements within VHR H0952
-  Victorian Heritage Inventory

Project Area:

-  Project Area
-  Main Works
-  Ancillary Works
-  Existing Railway Station
-  Existing Railway Line

gjm

30/10/2024





HERITAGE CONTROLS MAP 3

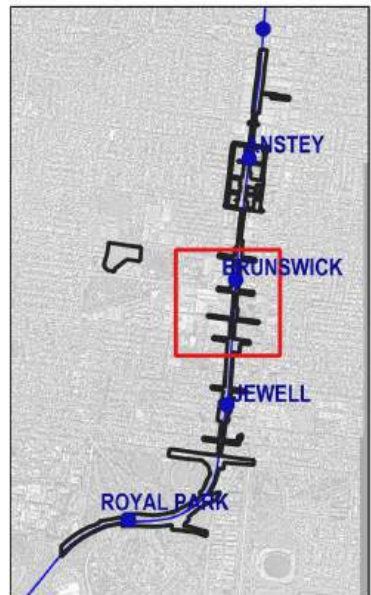
Key

Heritage Controls:

- Victorian Heritage Register
- Current location of heritage elements within VHR H0952

Project Area:

- Project Area
- Main Works
- Ancillary Works
- Existing Railway Station
- Existing Railway Line










HERITAGE CONTROLS MAP 4

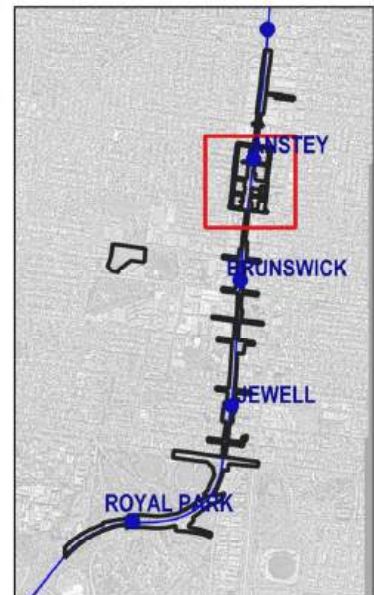
Key

Heritage Controls:

-  Victorian Heritage Register
-  Current location of heritage elements within VHR H0952
-  Victorian Heritage Inventory

Project Area:

-  Project Area
-  Main Works
-  Ancillary Works
-  Existing Railway Station
-  Existing Railway Line










HERITAGE CONTROLS MAP 5

Key

Heritage Controls:

-  Victorian Heritage Register
-  Current location of heritage elements within VHR H0952
-  Victorian Heritage Inventory

Project Area:

-  Project Area
-  Main Works
-  Ancillary Works
-  Existing Railway Station
-  Existing Railway Line

