

# Calder Woodburn Memorial Avenue, Kialla West

## Heritage Impact Statement

Prepared for Department of Transport and Planning

April 2026

**GNL**  
HERITAGE

## **Acknowledgement of Country**

We respect and acknowledge the Yorta Yorta Nation Aboriginal Corporation, their lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with First Nations peoples to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

# Report register

The following report register documents the development of this report, in accordance with the GML Heritage Pty Ltd (GML) Quality Management System.

Job No.	Issue No.	Notes/description	Issue date
3940	1	Draft Report	31 March 2026
3940	2	Final Report	29 April 2026

## Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

## Copyright

© GML Heritage Victoria Pty Ltd 2026

This report has been produced for the client as an internal document. Except as allowed under the *Copyright Act 1968 (Cth)*, no part may be copied, transmitted, published, or otherwise dealt with in any form without permission in writing from GML and the owners of copyright in images or other matter in that part of the document.

Pre-existing copyright in images and other matter is acknowledged where appropriate. Although a reasonable effort has been made to obtain permission to reproduce copyright material, GML does not warrant that permission has been obtained in all cases.

Source of images is GML unless otherwise stated.

# Contents

<b>1</b>	<b>Introduction .....</b>	<b>2</b>
1.1	Background .....	2
1.2	Project details.....	2
1.3	Study area.....	2
1.4	Methodology.....	5
1.5	Background documents .....	5
1.5.1	Proposal documentation .....	5
1.5.2	Reference documents.....	6
1.5.3	Tree numbering .....	8
<b>2</b>	<b>Significance of the place .....</b>	<b>10</b>
2.1	Victorian Heritage Register .....	10
2.2	Victorian Heritage Inventory.....	11
2.3	Heritage Overlay .....	11
2.4	Vegetation Protection Overlay .....	12
2.5	Other heritage recognition .....	12
2.5.1	Victorian War Heritage Inventory.....	12
2.5.2	National Trust of Australia (Victoria).....	13
2.6	How is significance embodied in the place? .....	14
<b>3</b>	<b>Existing conditions .....</b>	<b>18</b>
<b>4</b>	<b>Proposal.....</b>	<b>24</b>
4.1	Proposed works .....	24
4.2	Supporting works .....	25
4.3	Options considered .....	27
4.3.1	Do nothing .....	27
4.3.2	Options development.....	27
4.3.3	Options proposed and assessed in August 2025 .....	27
4.3.4	Speed limit changes .....	28
4.3.5	Adopted design.....	29
4.4	Consultation .....	29

<b>5</b>	<b>Assessment of heritage impacts</b> .....	<b>32</b>
5.1	Impact of the proposal on the cultural heritage significance of the CWMA .....	32
5.2	Reasons why the proposed works should be supported .....	34
<b>6</b>	<b>Summary of impacts and conclusion</b> .....	<b>36</b>
6.1	Summary of impacts .....	36
6.2	Conclusion .....	37
6.3	Recommended conditions and staging.....	37
6.3.1	Recommendations.....	37
6.3.2	Staging.....	37





# 1 Introduction

# 1 Introduction

## 1.1 Background

GML Heritage (GML) was engaged by the Department of Transport and Planning (DTP) on 19 March 2026 to prepare a heritage impact statement (HIS) that considers proposed works within the Victorian Heritage Register (VHR) boundary of the Calder Woodburn Memorial Avenue (VHR H1975) at the intersection of the Goulburn Valley Highway and Cemetery Road (informal name), Kialla West.

The works proposed are for a school safety zone in the road reserve on land adjoining Kialla West Primary School.

## 1.2 Project details

**Heritage Impact Statement for:** Calder Woodburn Memorial Avenue, Goulburn Valley Highway, Arcadia and Kialla West and Kialla and Arcadia South, Greater Shepparton City and Strathbogie Shire

**Victorian Heritage Register Number:** H1975

**This Heritage Impact Statement forms part of a permit application for:** a school safety zone in the road reserve on land adjoining Kialla West Primary School

**Pre-application meeting number:** P42013

**Address and location description:** Goulburn Valley Highway, Arcadia and Kialla West and Kialla and Arcadia South, Greater Shepparton City and Strathbogie Shire

**Prepared by:** Dr Christina Dyson, GML Heritage

All photographs are by GML unless otherwise acknowledged

**Prepared for:** Department of Transport and Planning

**Date:** 31 March 2026

## 1.3 Study area

The study area is an approximately 345m section of the Calder Woodburn Memorial Avenue at Kialla West, at the Goulburn Valley Highway and Cemetery Road intersection. This section of the highway is a busy two-lane arterial road and principal freight route (20% of which are heavy vehicles). The highway passes Kialla West Primary School and an un-named road (Cemetery Road) that provides road access to the northern side of the school site and, at the eastern end of the road, the local cemetery.

The road speed is 80km/h and 40km/hr in school periods. The school crossing is currently a supervised crossing, with corral fencing.

This HIS is focused on the area of works that sits within the VHR boundary, and excludes the Cemetery Road (an un-named road) portion which is external to the VHR place.

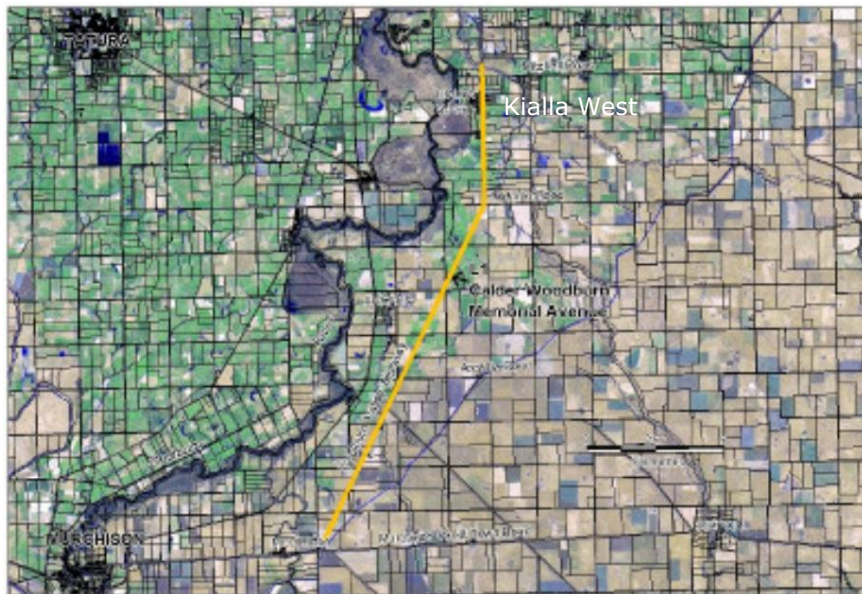


Figure 1.1 Victorian Heritage Register extent of the VHR place, H1975 Calder Woodburn Memorial Avenue. (Source: VHD report with GML Overlay)

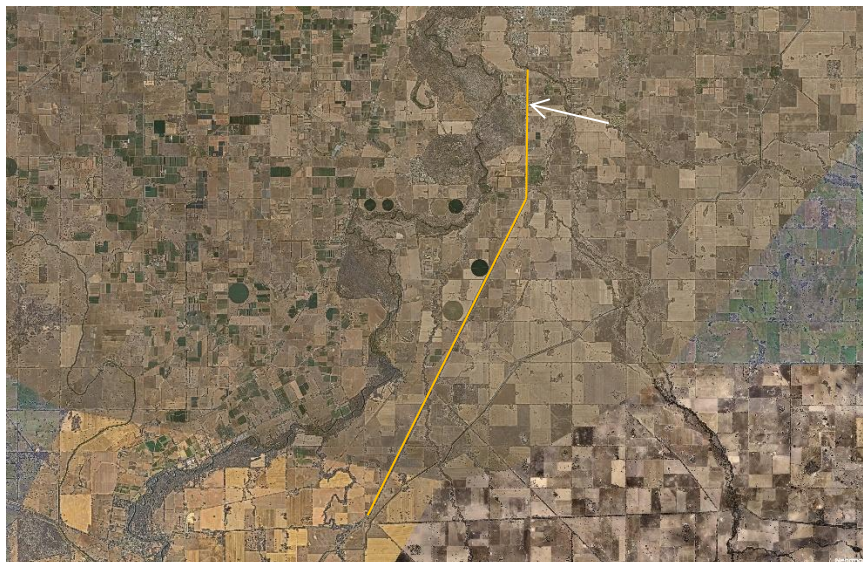


Figure 1.2 Approximate location of the VHR place. The white arrow indicates the approximate location of the proposed works to the VHR place in front of Kialla West Primary School. (Source: Nearmap with GML annotation)



Figure 1.3 Study area and key elements annotated. VHR boundary (part) is indicated by the orange polygon. North is top of page. (Source: Nearmap with GML overlay)

## 1.4 Methodology

The report has been prepared with reference to the following guidelines and practice notes:

- *Heritage Victoria Guidelines for preparing heritage impact statements* (June 2021)
- the *Australia ICOMOS Burra Charter, 2013* (the Burra Charter) and associated practice notes, in particular the Cultural Landscapes Practice Note (December 2022)

A site inspection was carried out on Friday 20 March 2026 by GML consultants Dr Christina Dyson (Principal) and Edwina Jans (Principal).

## 1.5 Background documents

### 1.5.1 Proposal documentation

The proposed works are set out in the Goulburn Valley Highway/Cemetery Road Intersection Upgrade, Functional Design, dated 4 February 2026 or 19 February 2026, designed by Total Property Developments (15 sheets) (the **functional design**):

- Sheet 1 Cover page
- Sheet 2 Overall Layout Plan, 4/2/2026
- Sheet 3 Alignment Plan 1, 4/2/2026
- Sheet 4 Alignment Plan 2, 4/2/2026
- Sheet 5 Alignment Plan 3, 4/2/2026
- Sheet 6 Signs, Linemarking & Pavement Plan 1, 4/2/2026
- Sheet 7 Signs, Linemarking & Pavement Plan 2, 4/2/2026
- Sheet 8 Signs, Linemarking & Pavement Plan 3, 4/2/2026
- Sheet \_ Traffic Signal Plan (unnumbered sheet), 19/2/2026
- Sheet 12 Public Lighting Assessment, 4/2/2026
- Sheet 9 Design Vehicle Turning Movements 1, 19/2/2026
- Sheet 10 Design Vehicle Turning Movements 2, 19/2/2026
- Sheet 11 Design Vehicle Turning Movements 3, 19/2/2026
- Sheet 12 Check Vehicle Turning Movements 1, 19/2/2026
- Sheet 13 Check Vehicle Turning Movements 2, 19/2/2026

The functional design provides details of the proposed works in two dimensions. DTP advises that the proposed works in three dimensions is in development.

## 1.5.2 Reference documents

Table 1.1 Key reference documents.

Date	Title	Commentary
13 February 2026	Letter from Heritage Victoria to DTP, reference number P42013	Referred to in the HIS as the <b>2026 Heritage Victoria letter</b>  Letter provides officer comments following meeting on 13 February 2026 at which was discussed the proposed school safety zone for Kialla West Primary School.
12 December 2025	Letter from the Calder Woodburn Memorial Avenue Advisory Committee to the Department of Transport and Planning	Referred to in the HIS as the <b>2025 CWMAAC letter</b>  Letter sent on behalf of the Calder Woodburn Memorial Reference Group, to express support for the proposed upgrade of Cemetery Road adjacent Kialla West Primary School and the removal of <i>Eucalyptus microcarpa</i> (Tree No.3907).
2025 (9 October)	Presentation to the Calder Woodburn Memorial Avenue Advisory Committee, on the Goulburn Valley Hwy and Cemetery Rd School Safety Upgrade (PowerPoint presentation slides), prepared by DTP	Referred to in this HIS as the <b>DTP presentation to the CWMAAC</b>
2025 (29 August)	Options Assessment: Goulburn Valley Hwy Cemetery Rd Safety Upgrade Version 2.0, prepared by Department of Transport and Planning	Referred to in this HIS as the <b>DTP Options Assessment</b>  The purpose of the DTP Options Assessment is to summarise options to be considered to deliver the project whilst recommending a preferred option.
4 June 2025	Assessment of Trees along Goulburn Valley Highway and Cemetery Road, Kialla West: Arboricultural Impact Assessment, prepared by Ryder Arboriculture & Environment	Referred to in the HIS as the <b>2025 Ryder arboricultural impact assessment</b>  The report considers 2 proposed options, neither of which is the same as the current functional design, but considers impacts from works to the same significant trees in the VHR boundary affected by the current functional design.
5 July 2022	Road Safety Audit Existing Conditions, Kialla West Primary School, Kialla West, prepared by Road Solutions	Referred to in the HIS as the <b>2022 independent Road Safety Audit</b>  Independent safety audit, only considers safety.

Date	Title	Commentary
31 May 2022	Calder Woodburn Memorial Avenue Arboricultural Assessment for Management Zones 1-3 Goulburn Valley Highway, Kialla West, prepared by Treelogic.	<p>Referred to in the HIS as the <b>2022 Treelogic arboricultural assessment</b></p> <p>An assessment and management plan for selected sections (the three northern most zones, MZ1, MZ2, MZ3) of the CWMA trees, setting and commemorative nameplates, updating the 2001 CWMA CMP and geospatially mapping the trees.</p>
25 March 2021	Kialla West Primary School Safe Access Study, prepared by WSP for Regional Roads Victoria (Confidential)	<p>Referred to in the HIS as the <b>2021 Safe Access Study</b></p> <p>Safety audit and options assessment ranking. Considers a range of factors, including safety, network impacts and cost.</p>
4 March 2021	Letter from Heritage Victoria to DoT, reference number P34547	<p>Referred to in the HIS as the <b>2021 Heritage Victoria letter</b></p> <p>Letter provides officer comments following correspondence with Heritage Victoria regarding proposed works to address road safety issues associated with Kialla West Primary School.</p>
2001	Calder Woodburn Memorial Avenue Conservation Management Plan, prepared by John Patrick Pty Ltd Landscape Architects, August 2001	Referred to in this HIS as the <b>2001 CWMA CMP</b>
2001	Appendices to the Calder Woodburn Memorial Avenue Conservation Management Plan, prepared by John Patrick Pty Ltd Landscape Architects, August 2001	Referred to in this HIS as the <b>2001 CWMA CMP appendices</b>
11 October 2001	Victorian Heritage Database report for the Calder Woodburn Memorial Avenue (report generated 23/03/2026), Statement of Significance last updated on 11 October 2001.	Referred to in the HIS as the <b>VHD report</b>

### **1.5.3 Tree numbering**

The tree numbering established in the 2001 CWMA CMP and 2001 CWMA CMP appendices is re-used in the 2022 Treelogic arboricultural assessment. The 2025 Ryder arboricultural impact assessment establishes a new numbering system for the trees assessed in the study area. Conveniently, the Ryder arboricultural impact assessment correlates the original and new numbering (see tabular tree data at Appendix 4, Ryder 2025).

When citing tree numbers, this HIS will provide two numbers for each tree, citing the original number first and the Ryder number second; for example (Tree 3907/51).

## **2 Significance of the place**

## 2 Significance of the place

The state and local level statutory context for the Calder Woodburn Memorial Avenue is set out below (Sections 2.1 to 2.4). Non-statutory heritage recognition is set out in Section 2.5.

### 2.1 Victorian Heritage Register

The heritage significance of the Calder Woodburn Memorial Avenue is recognised at the State level for its historic, aesthetic, and social significance to the State of Victoria.

The Statement of Significance for Calder Woodburn Memorial Avenue (VHR H1975) in the Victorian Heritage Database is as follows:

What is significant?

The Calder Woodburn Memorial Avenue was planted between 1945 and 1949 by Mr JLF (Fen) Woodburn as a living memorial to his son Calder who lost his life while serving abroad with the Royal Australian Air Force. Calder Woodburn, a graduate of Dookie Agricultural College, enlisted 1940. He failed to return from a mine laying mission along the French coastline in April 1942. In late 1943 Fen Woodburn offered to plant two rows of trees for a distance of 9.5kms along the Goulburn Valley Highway as a memorial to his son. Starting in 1945, by August 1947 Fen Woodburn had planted all the 1406 trees to complete his original vision. In 1948 he extended by a further 638 trees. In its final form the avenue was extended, in four rows, as far as the Murchison-Violet Town Road in 1949 making a total of 2,457 trees. Woodburn wanted the Avenue to be a memorial to all local servicemen who did not return from the Second World War. Memorial name plates were fixed to 110 of the trees, the trees selected being at the nearest point to the servicemen's homes.

How is it significant?

The Calder Woodburn Memorial Avenue is of historic, aesthetic and social significance to the State of Victoria.

Why is it significant?

The Calder Woodburn Memorial Avenue is historically significant for its commemorative association with servicemen who died during the Second World War. Planted by Fen Woodburn between 1945 and 1949 initially as a memorial to his son Calder, the Avenue is the grandest and largest of the Second World War commemorative planting in Victoria and is important for its use of only Eucalyptus species. The use of Australian native trees is particularly historically significant when contrasted to the almost universal use of exotic species for First World War memorial avenues and is consistent with a different view of Australian national consciousness which emerged after the fall of Singapore in 1942.

The Calder Woodburn Memorial Avenue is aesthetically significant as a prominent landscape planting of more than 2,400 trees over a length of nearly 20 kilometres along the Goulburn Valley Highway. About one third are *Eucalyptus camaldulensis*, and the other two thirds consists of roughly equal numbers of *Eucalyptus cladocalyx*, *Eucalyptus microcarpa*, *Eucalyptus melliodora*, *Eucalyptus maculata*, *Eucalyptus polyanthemos*, and *Eucalyptus sideroxylon*. There are some *Eucalyptus leucoxylon*, *Eucalyptus citriodora*, and a few other unidentified *Eucalyptus* species. The whole forms an outstanding designed landscape and roadside planting of a scale and complexity not seen in Victoria. The uniform planting, tree form, size and maturity provides an outstanding landscape forms a dominant feature in the flat surrounding countryside, which is largely cleared for agriculture. The various bark characteristics and the alternating Ironbark and Lemon-scented Gums which provide contrasting texture and colours are also of interest. The visual impression, lineal form, planting density and landscape character of the planting are distinctive and contribute strongly to the experience of the road user. The planting is a rare example in Victoria using four rows of formally planted trees.

The Calder Woodburn Memorial Avenue is socially important for its relationship with the community as a memorial to servicemen who died during the Second World War. The Avenue was conceived as a living memorial and is recognised by the Returned Services League and the community for its continuing commemorative importance.

## 2.2 Victorian Heritage Inventory

The Calder Woodburn Memorial is also included in the VHI as a Heritage Inventory Site (H7925-0016) (Hermes Number 10526). The VHI curtilage is the same as the VHR curtilage. Review of the site card for H7925-0016 reveals this is an older site card, from 1996, which describes the site as 'An Avenue of trees along either side of the Goulburn Valley Highway, from Seven Creeks bridge to Violet Town turn-off. Planted between 1945 and 1949 by JLF Woodburn in memory of his son (Calder Woodburn) and in remembrance of district servicemen'. On this basis the site significance is stated as 'considerable local social significance' and the site topology identified as vegetation. The listing does not relate to historical archaeology and appears to be redundant.

## 2.3 Heritage Overlay

The Calder Woodburn Memorial Avenue is included in Schedule 43.01 Heritage Overlay to the Greater Shepparton Planning Scheme as HO22 'Calder Woodburn Memorial Avenue' and the Strathbogie Planning Scheme as HO5 'Calder Woodburn Memorial Avenue, Goulburn Valley Highway, Arcadia South.

No tree controls are ticked in the Schedule 43.01 of either planning scheme, because the place is registered on the VHR.

## 2.4 Vegetation Protection Overlay

The Calder Woodburn Memorial Avenue is included in Schedule 42.02 Vegetation Protection Overlay to the Greater Shepparton Planning Scheme as HO22 'Calder Woodburn Memorial Avenue Vegetation Protection Area'.

The Statement of nature and significance of the vegetation to be protected in VPO2 is as follows:

The Calder Woodburn Memorial Avenue comprises over 2,400 Eucalyptus spp. trees along both sides of the Goulburn Valley Highway from south of Seven Creeks bridge to the Violet Town Road intersection at Moorilim. The avenue was planted by Arcadia farmer, J.F.L. Fenton Woodburn between 1945 and 1949 in honour of his son, Calder Woodburn, who was killed in action while serving with the RAAF in England. The memorial is also dedicated to district men and women who died in World War II and to all those who served. A number of the trees feature small metal nameplates at their base. The Avenue has been listed by the National Trust of Australia (Victoria) on its Register of Significant Trees.

The Avenue has local social and historical significance, but is most important for the scenic and landscape values established by the general uniformity of its planting and its consistent species.

## 2.5 Other heritage recognition

The following heritage recognition is non-statutory.

### 2.5.1 Victorian War Heritage Inventory

The Victorian War Heritage Inventory (VWHI) database contained 'information and images of sites relating to Victoria's war history including war memorials, honour rolls, avenues of honour, memorial buildings, former defence sites and places of commemoration'. It did 'not list moveable heritage objects such as honour rolls or museum collections'.

When still accessible in May 2024, the VWHI included the Calder Woodburn Memorial Avenue (Hermes ID 125297). The VWHI appears no longer to be publicly accessible, and the data is no longer accessible via the VHD.

(<https://discover.data.vic.gov.au/dataset/victorian-war-heritage-inventory>)

## 2.5.2 National Trust of Australia (Victoria)

The place is also included in the National Trust Register, as 'Calder Memorial Avenue of Honour – Eucalyptus spp.' It was classified by the National Trust in 1988.

The Statement of Significance (updated 2007) is as follows:

Location or Context:

2037 trees which occur in a unique location or context and so provide a contribution to the landscape.

Aesthetic Value:

2037 trees of outstanding aesthetic significance.

Historical Value:

2037 trees commemorating a particular occasion (including plantings by Royalty) or having an association with an important historical event.

Calder Woodburn Memorial Avenue

An impressive double avenue planting comprising several Eucalyptus species. A unique planting, the various bark textures and colours are very attractive. In late 1943 Mr JE Woodburn proposed the avenue - occurring amongst [sic] existing trees - as a memorial to his son, killed in WWII. In June 1945, 145 trees were planted in two rows by Mr Woodburn, south of Seven Creeks. Many have name plaques at their bases. Further plantings occurred in 1946 (263 trees); 1947 (998); 1948 (638) and 1949 (392). The avenue is one of the longest in Victoria and the only other WWII commemorative planting apart from the example at Mortlake.

Measurements: 06/07/1988

Spread (m): 15

Girth (m): 2 - 3

Height (m): 12 - 25

Estimated Age (yrs): 45

Condition: Good

Access: Unrestricted

Classified: 14/07/1988

(National Trust Property No: T11115)

## 2.6 How is significance embodied in the place?

The significance of the Calder Woodburn Memorial Avenue is embodied in:

- the individual historic trees that were planted between 1945 and 1949 by Fen Woodburn, initially as a living memorial to his son Calder Woodburn who lost his life while serving abroad with the Royal Australian Air Force in WWII. These are all Australian native trees (Eucalypt and Corymbia genera) planted in two to four rows, alternate/staggered spacing. (Refer to Figure 2.1 below which has added the numbered CWMA historic trees onto the functional layout.)
- The landscape character of the planting which derives from its vast extent and prominence and legibility in the landscape which is clearest where the understorey is low and managed, and the regularity of the planting pattern is legible.
- The legibility of the CWMA in the proposed works area is compromised to an extent by thick understorey/ undergrowth which obscures the visibility of the avenue trees and form.
- Its setting is further compromised by the school staff carpark and drop-off/pickup area within the setting of the CWMA beside the school.
- Its social value. The CWMA is a living memorial commemorating local servicemen who died during WWII. An indicator of the continued social value of the Avenue to the community is the longstanding Calder Woodburn Memorial Avenue Advisory Committee.
- The 45 commemorative name plates. No name plates were observed in the study area section of the CWMA. The Treelogic report confirms that none of the 45 commemorative name plates are located within the proposed works area.

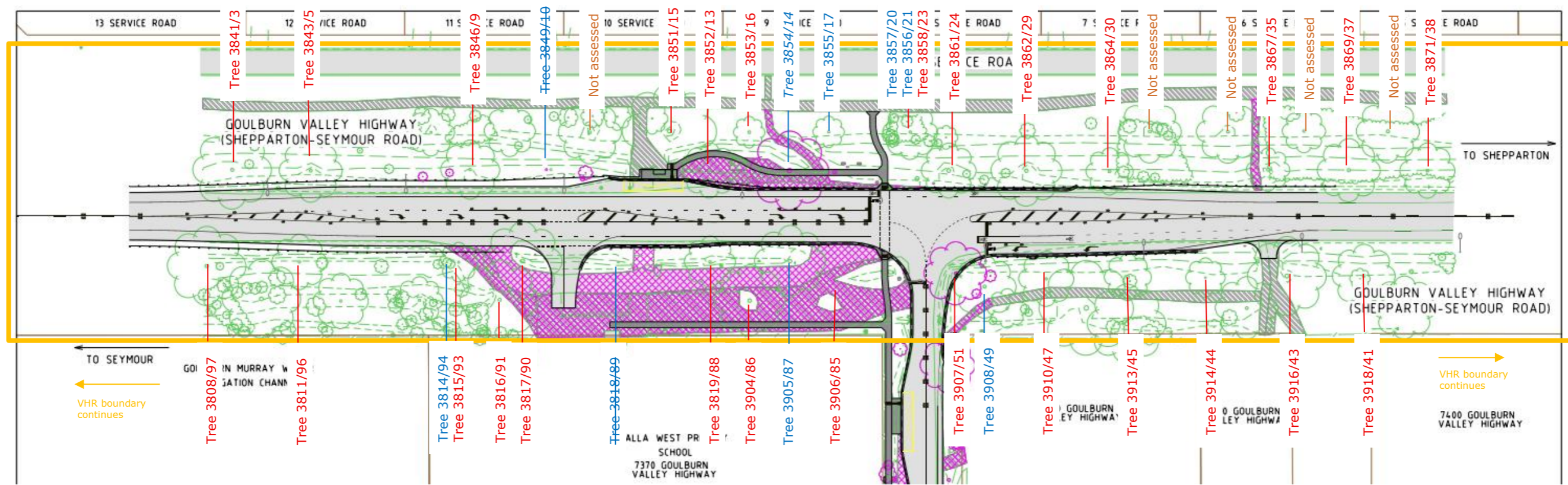


Figure 2.1 Functional design overlaid with trees assessed in the Ryder arboricultural impact assessment, showing only those trees that are part of the VHR place. Red: High retention value; Blue: Moderate to Low; Tan: dead. Generally, trees set back from the road have not been assessed. However, once the three-dimensional scope of works is known, grading, fill, batters, drainage or other ground level changes, impacts to these trees may require assessment by a qualified arborist with recommendations made to avoid adverse impacts on their long term health and viability. The VHR boundary is indicated by the orange polygon.



Figure 2.2 Maps 5/19 and 6/19 appended to the 2022 Treelogic arboricultural assessment correlate with the proposed works area, and show the CWMA tree locations, ages and retention value. The series of 19 maps also show the location of the 45 commemorative name plates. None of the 45 commemorative name plates were identified in the area that correlates to the proposed works.



## **3 Existing conditions**

### 3 Existing conditions

A summary of existing conditions is provided in the following site photographs, taken by GML in March 2026.



Figure 3.1 CWMA viewed from Cemetery Road intersection, looking south to informal service road in front of the school and school crossing beyond.



Figure 3.2 Looking north from informal service road in front of the school towards Tree 3907/51.



Figure 3.3 Section of CWMA in front of Kialla West Primary School, with informal service road/school parking/drop-off/pickup area in front of the school, within the CWMA.



Figure 3.4 Looking north to the proposed area for signalisation (at roughly the location of the vehicle).

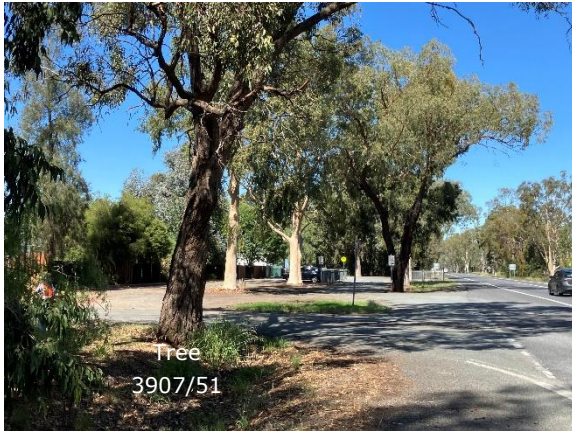


Figure 3.5 Tree 51, looking south, to informal service road with trees 3819/88, 3905/87, 3904/86 (east side) visible in middle distance.



Figure 3.6 Tree 3905/87 (west side).



Figure 3.7 Tree 3819/88 (west side).



Figure 3.8 West side of the CWMA looking north, showing compromised legibility due to undergrowth.



Figure 3.9 East side of CWMA looking north, showing compromised legibility due to self-sown vegetation.



Figure 3.10 CWMA looking south with tree 3854/14 in the foreground (RHS of image).



Figure 3.11 Looking south to informal service road to School, with trees 3891/88, 3905/87, 3906/85, 3904/86 visible.



Figure 3.12 Existing batter and road level elevated relative to surrounds (west side)



Figure 3.13 View east along Cemetery Road, from intersection.



Figure 3.14 General landscape character of the CWMA viewed from the service road that is coincident with the northern edge of the VHR place.



Figure 3.15 Existing crossing with corral fencing on west side of the Highway.



Figure 3.16 Existing crossing with corral fencing on east side of the Highway.

## 4 Proposal

## 4 Proposal

### 4.1 Proposed works

The proposed works are for upgrades to the Goulburn Valley Highway and Cemetery Road intersection at Kialla West. The works are for a school safety zone in the Goulburn Valley Highway and Cemetery Road road reserves on land adjoining Kialla West Primary School.

Works within the VHR boundary include the following:

- Signalisation of the intersection at Goulburn Valley Highway and Cemetery Road (traffic and pedestrian signals of different lantern configurations at potentially 6 locations).
- Road widening, extending the edges of sealed shoulders on east and west sides to accommodate:
  - northbound, aligned but separate turning lanes, one to provide new access to the school site, and one to provide access into Cemetery Road.
  - northbound, to the west to accommodate hardstand area for a bus stop and shelter (re-used), with removal of existing bus stop, hardstand and shelter.
  - southbound, to accommodate left turning lane into Cemetery Road.
  - in both directions, to accommodate bicycle lanes.
- The road surface is proposed to have the same finish levels.
- Earthworks (batters) for new road edges (engineering solutions yet to be defined/finalised).
- on the west side, there will be kerb edging and pedestrian corral fencing, from bus stop (approx. level with 10 Service Road) to approx. level with 7 Service Road.
- on the east side, there will be kerb edging and pedestrian corral fencing, between proposed access to school staff carpark and approx. level with 6 Service Road.
- New line marking.
- New guard rails (safety barriers) on both sides of the highway.
- Street lighting, four poles on west side (northbound approach to the intersection) and three poles on east side (southbound approach to the intersection).
- Removal of sections of existing drainage and installation of new drainage lines around bus stop, under new cross over (for new school staff carpark entry), and at the top (west) end of Cemetery Road.
- New connecting pathways to link into existing pedestrian circulation patterns. New pathways are proposed to be concrete.
- Removal of redundant pathways, existing school and zebra crossing, and existing corral fencing.

- Removal of existing paved and gravel parking/drop-off/pickup area in front of the school (within the VHR boundary) to be replaced with topsoil and mulch.
- Removal of one tree, Tree 3907/51 (because of works).
- Removal of the service lane, service lane entry and exit, and gravel-surfaced parking area at the front (west) of the school.
- New access (east) driveway off Goulbourn Valley Highway for school use, access to the school staff carpark (6.0m wide, between Tree 3817/90 and Tree 3818/89 which is dead).
- A footpath (1.5m wide, along the front school boundary), in front of the school within the VHR boundary.

## 4.2 Supporting works

DTP has negotiated supporting works with the CWMA committee, in particular to identify spontaneous regrowth for removal from the CWMA. Such works would assist in:

- recovering the legibility of sections of the CWMA, which are presently obscured by regrowth (noted in this HIS above, at Section 2.6)
- improving tree health, in particular those currently being strangled by or competing for resources with weeds/regrowth.

To deliver on the supporting works, DTP advises that Ryder Arboriculture & Environment has been engaged to:

- 1 Prepare a plan that shows proposed vegetation works:
  - a. The CWMA committee have endorsed the following scope which has been negotiated to allow the project and provide benefit to the Avenue:
    - i. Remove impacted avenue tree 3907/51.
    - ii. Remove hazardous trees 3849/10, 3854/14 and 3818/89.
    - iii. Clear regrowth within the project extent that is detracting from the avenue.



Figure 4.1 West side of CWMA south of existing crossing, showing regrowth obscuring the legibility of the Memorial Avenue.



Figure 4.2 West side of CWMA north of existing crossing, showing regrowth obscuring the legibility of the Memorial Avenue.



Figure 4.3 East side of CWMA, at the corner of Cemetery Road and highway, showing dense understorey regrowth obscuring legibility of the Memorial Avenue.



Figure 4.4 East side of CWMA, south of school, showing dense understorey regrowth obscuring legibility of the Memorial Avenue.

- 2 Replacement of missing trees and removal of hazardous trees will require the following tasks.
- Identification of the missing trees on site by comparison to the Fen Woodburn diary and CRB plan.
  - Confirmation of species for replacement. In general, trees are proposed to be replaced like-for-like. However, a number of the missing trees are the short-lived *Eucalyptus leucoxylon* 'Rosea'. The CWMA Committee has expressed a desire to replace the *E. leucoxylon* 'Rosea' with a suitable, longer-lived species. The proposed process for working through what to plant would be either:

- Plant a suitable, longer-lived species (see Arborist's advice below); or
- Where suitable, utilise the current CWMA Committee's current practice of adopting a self-sown tree if it is in a suitable location and is a fair specimen.

DTP has advised GML that, with regard to replacing *E. leucoxylon* 'Rosea', Ryder recommends:

something like *E. leucoxylon* subsp. *pruinosa*. This is a large, long-lived Yellow Gum native in Vic from the VIC/SA border, through Horsham, Bendigo to almost Benalla. It would be suitable to plant amongst the River Red Gums, Spotted Gums and the like.

## 4.3 Options considered

### 4.3.1 Do nothing

A do-nothing option has been considered by DTP and dismissed because of:

- Continued and increasing risk to pedestrians crossing the highway
- Continued risk to users of the intersection due to increasing risks of physical harm (as traffic increases)
- Reputational and administrative risks to DTP as the frequency of complaints and risks increase.

### 4.3.2 Options development

The development of options to address safety concerns from risk to pedestrians and intersection users, considered:

- traffic calming and delineation, which was determined an interim solution only, with insufficient safety benefit.
- Pedestrian underpass, which was determined impractical due to flooding.
- Pedestrian operated signals, which was determined to only address issues at the pedestrian crossing, and not the high risk vehicle movements.
- Roundabout, given the likely size required for freight, was determined to have an unacceptable impact on the CWMA.
- Traffic signals, were determined to address all safety concerns.

### 4.3.3 Options proposed and assessed in August 2025

Prior to the current functional design, two alternative options were considered. These two options are assessed in the 2025 Ryder arboricultural impact assessment. The arboricultural impact summary for these two options was:

## Option 1

Signalisation and relocation of buses to Cemetery Road. This option retained the existing paved and gravel parking/drop-off/pickup area in front of the school (within the VHR boundary).

Impacts to trees included the following:

- 76 trees could be retained at the site, and 17 trees would be lost (excluding 6 recommended for removal irrespective of the design).
- Of these 31 trees with greater than 10% encroachment into the TPZ were considered possible to retain subject to mitigative measures or alternative construction techniques. A further 7 with a less than 10% TPZ encroachment were expected to remain viable with standard tree protection measures.

Of the trees to be removed as a result of the works proposed in Option 1:

- **one tree** is significant to the CWMA (Tree 3907/51).

Of the three trees recommended to be removed irrespective of the design:

- **three trees** were significant to the CWMA: Tree 3854/14 (decayed, low ULE) and Tree 3849/10 and Tree 3818/89 (both dead).

## Option 2

Signalisation of Cemetery Road and formalisation of the service road, in front of the school (within the VHR boundary).

Impacts to trees included the following:

- 85 trees could be retained at the site, and 8 trees would be lost (excluding 6 recommended for removal irrespective of the design).
- Of these, 29 trees with greater than 10% encroachment into the TPZ were considered possible to retain subject to mitigative measures or alternative construction techniques. A further 7 with a less than 10% TPZ encroachment were expected to remain viable with standard tree protection measures.

Of the trees to be removed as a result of the works proposed in Option 2:

- **two trees** are significant to the CWMA (Tree 3907/51 and Tree 3816/91).

Of the three trees recommended to be removed irrespective of the design:

- **three trees** were significant to the CWMA: Tree 3854/14 (decayed, low ULE) and Tree 3849/10 and Tree 3818/89 (both dead).

### 4.3.4 Speed limit changes

Speed limit changes have already been deployed with mixed-unsatisfactory effectiveness with regards to avoiding or mitigating real risks of physical harm to pedestrians and other users of the intersection.

### 4.3.5 Adopted design

The adopted design (discussed above in section 4.1) is a further-developed version of Option 1.

The core scope of moving buses and school pick/drop off to Cemetery Road from Option 1 has been maintained.

The main change relative to Option 1 is removal from the scope of the formalisation of the service road in front of the school. The main driver for the change was safety; DTP advises they could not safely accommodate access to the service road with the new traffic signals, but it has the benefit of further reducing works and adverse impacts within the VHR boundary.

(See also proposed improvements for the setting of the CWMA at this location through removal of the existing service road—noted above in Section 4.1.)

Since Option 1, the school has reconstructed their staff carpark to be entirely within the school boundary. A short driveway for access to the school staff carpark (6.0m wide) and footpath (1.5m wide, along the front school boundary) are proposed, in front of the school within the VHR boundary.

## 4.4 Consultation

In developing the proposal, DTP has consulted with the following stakeholders:

- School community, supportive of either option.
- Greater Shepparton City Council, preferred Option 1 which offered greater safety benefits by separating student movement from the highway.
- DTP Movement and Safety team. The team considered Option 1 of the two earlier options (see 4.3.3 above) the best safety outcome, subject to further detailed review.
- School bus operators, preferred Option 2 of the earlier two options (see 4.3.3 above)
- DTP Regional Capital Delivery team, no concerns with either option.
- Goulburn Murray Water.
- DTP Heritage Practice team. The Heritage Practice team recommended removal of the service road (retained in the two earlier options, discussed at 4.3.3 above) prior to engagement with Heritage Victoria. Impacts on the character of the CWMA were raised as a concern.
- Heritage Victoria. In the letter (dated 4 March 2021) provided to Regional Roads Victoria following a preapplication meeting (P34547), Heritage Victoria expressed concern relating to all the proposed options because of the impacts they would have on the CWMA. A full exploration of other options in the first instance that would not impact on the CWMA was encouraged.
- Goulburn Broken Catchment Management Authority

- Freight Victoria, no concerns with signalisation. Signalisation was preferred compared to a raised safety platform or a small, constrained roundabout.
- Calder Woodburn Memorial Avenue Advisory Committee reference group. DTP presented the current functional design to the CWMA committee on 9 October 2025. The presentation outlined the reasons for the safety upgrade works, options development, the proposal including removal of one tree (Tree 3907), opportunities for works that could be completed as part of the project that would benefit the CWMA, and opportunity for questions. Following the presentation, the CWMA committee provided written support for the current proposed works for the Kialla West Primary School safety zone upgrades and the removal of Tree No. 3907/51 (correspondence dated 12 December 2025).

## **5 Assessment of heritage impacts**

## 5 Assessment of heritage impacts

This section of the HIS provides information to support an assessment against sections 101(2) and 101(3) of the *Heritage Act 2017*.

### 5.1 Impact of the proposal on the cultural heritage significance of the CWMA

#### Physical impacts

Physical impacts on the cultural heritage significance of the CWMA will result from the removal of one tree, Tree 3907/51, which is entirely within the proposed works footprint, and works would result in a 100% TPZ encroachment, and it therefore cannot be retained.

Other physical impacts on significant trees within the CWMA are possible and likely, because works will encroach into their TPZ areas, to greater and lesser extents. The 2025 Ryder arboricultural impact assessment provides a level of comfort that encroachments into the TPZs of significant trees by >10% may be able to be managed successfully 'with appropriate technical consideration, effective tree protection measures and active supervision by the project arborist during works within TPZs'.

DTP has re-engaged Ryder Arboriculture & Environment to continue to provide advice on removing/avoiding physical impacts to trees, so that no additional trees are lost as a result of the proposed works, other than Tree 3907/51.

#### Visual impacts

The proposed works as depicted in the functional design will give rise to visual impacts. In combination, the proposed street lighting, traffic signals, road markings, signage, corral fencing, concreted paths, concrete kerbing and guard rails will change the character of this stretch of the CWMA, noting that balancing critical safety requirements and objectives with protecting the importance of the avenue have been appropriately explored and prioritised.

Because pedestrian and other road user safety are the primary drivers for the works, opportunities for making the intersection upgrade design visually recessive—preferable from a purely heritage perspective—may understandably be limited.

Elements such as kerbing and guardrails are required from an engineering perspective, and alternative approaches to these elements may result in different, some greater, physical and visual impacts on the CWMA. Justification for these elements includes:

- The kerbs are a standard inclusion at signalised intersections as they have many benefits such as protecting pedestrians, protecting the signal posts, and providing drainage;
- Guardrails have been included as a solution to minimise the total road width. They allow for a reduced shoulder width and for a steepened batter behind the guardrail which would reduce impacts to the trees. Wire rope barrier, while less visually impacting, is however more flexible than guardrail meaning a larger clear space behind it, up to 1m extra road width, would be required.

The support for the proposed works from the CWMA committee, provided in December 2025, indicates that impacts on the social values on the CWMA have been appropriately considered, including through the proposed supporting works (see section on beneficial impacts below).

### **Positive impacts**

A positive impact of the proposed works is the proposed removal of the informal service road in front of the school that is presently degrading the significance of the CWMA, and replacement of this area with topsoil and mulch. An alternative parking and stopping area is proposed outside of the VHR boundary, via a new access off the highway.

The location of this access bellmouth is currently located between two Memorial Avenue trees (Trees 3817/90 and 3818/89). The location for this new access point in the detailed design must avoid physical impacts on surrounding trees and must not prevent any replanting of Memorial Avenue trees, including replacement of the dead Tree 3818/89 in a suitable location and configuration.

### **Beneficial impacts from supporting works**

DTP has negotiated with the CWMA committee a range of supporting works within the project area, in particular to identify regrowth for removal from the CWMA. Such works would assist in recovering the legibility of the section of the CWMA within the project area, which are presently obscured by regrowth (noted in this HIS above, at Section 2.6).

To deliver on the supporting works, DTP advises that Ryder Arboriculture & Environment has been engaged to prepare a plan that shows missing and removed hazardous trees, proposed vegetation works, and recommended replacement trees.

### **Uncertain impacts**

There is some uncertainty about the precise nature of impacts to significant trees, other than the removal noted above of Tree 3907/51, because the 2025 Ryder arboricultural impact assessment predates the current functional design. However, the Ryder arboricultural impact assessment provides a level of comfort that encroachments into TPZs of >10% could be managed successfully 'with appropriate technical consideration, effective tree protection measures and active supervision by the project arborist during works within TPZs'.

It is expected that impacts into TPZs arising from the current functional design (and detailed design) will be able to be similarly mitigated, because DTP is committed to no additional trees being impacted than now in the current functional design. DTP's commitment is supported by the engagement of a project arborist (Ryder), to verify the impacts and assumptions and advise on solutions, including engineering treatments or below ground geotechnical treatments, that would avoid any additional impacts on the trees (visual and physical); such as steeper batters or retaining wall.

Further, the assumptions made about the impacts from the 2D concept/functional design will need to be verified by the project arborist (Ryder) against the actual impacts of the detailed design in 3D.

## **5.2 Reasons why the proposed works should be supported**

With reference to section 101(2)(b) reasonable or economic use, the effect of refusal on the reasonable use of the registered place, would be the continued and increasing risk of physical harm to pedestrians including school children crossing the highway, and continued and increasing risk of physical harm to other users of the intersection. Compounding factors are increasing traffic volume and pedestrian numbers as the area becomes more densely populated. A new kindergarten is proposed at the Kialla West Primary School campus. The consequences of such risks would be significant.

With regards to road safety, in determining the heritage permit, consideration must be given to ensuring that Transport for Victoria can maintain their statutory obligations. Transport for Victoria is a statutory body established under section 64A of the *Transport Integration Act 2010* (TIA). The primary objective of the Head, Transport for Victoria's (Head, TfV) is to 'coordinate, provide, operate and maintain the public transport system and the road system consistent with the vision statement and transport system objectives' (s 64B). The Head, TfV has a function to ensure that roads are made safe and good under the road integration act (s64B(e)).

## **6 Summary of impacts and conclusion**

## 6 Summary of impacts and conclusion

### 6.1 Summary of impacts

The proposed works will have impacts on the heritage significance of a section of the Calder Woodburn Memorial Avenue. Impacts include physical and visual impacts. The majority of the impacts would be visual. Some of the impacts would be positive. Impacts would be contained within an approximately 345m section of the 20km Calder Woodburn Memorial Avenue.

Impacts on the heritage significance of the CWMA have been significantly reduced, relative to potential impacts likely to have arisen from:

- earlier options considered in the options development stage,
- options discussed with Heritage Victoria in March 2021, such as an underpass, and
- the two options reviewed in the 2025 Ryder arboricultural impact assessment.

Physical impacts on trees have been reduced to mean that only one Memorial Avenue tree (Tree 3907/51) requires removal. Visual impacts will be more substantial, resulting from a substantial change to the landscape character of this section of the CWMA, from a country road to an engineered, urban streetscape.

Genuine efforts to mitigate impacts on the CWMA are demonstrated in the refinements to the design for the safety upgrades since 2021, and through the proposed supporting works, negotiated with the CWMA. The supporting works seek to improve the condition of the CWMA in the area around Kialla West Primary School.

Over time, this section of the CWMA has been degraded by several factors including:

- extensive regrowth in sections of the avenue, which presently obscure the legibility of the avenue;
- gaps in the avenue, where trees have died or been removed and not been replaced;
- dead trees in the avenue, requiring removal and replacement, and
- use of the road reserve in front of the school (and within the VHR boundary) as an unformalized service road and carpark/drop-off and pick up zone for the school, characterised by sealed and gravel surfaces.

The extent of some physical and visual impacts is not yet fully understood, as development of the detailed design in three dimensions is ongoing. The 2025 arboricultural impact assessment does not reference the current functional design. However, suitable provisions have been made by DTP to address this situation.

DTP has engaged an arborist to review the detailed design and confirm the assumptions on impacted trees from the concept design are still valid, update the impact assessment report to reference the detailed design, and if any additional avenue trees are now impacted, to provide solutions for removing that impact. The process demonstrates that DTP is committed to ensuring that no additional trees will be impacted as a result of the detailed design.

## **6.2 Conclusion**

It is recommended that a heritage permit for the proposed works be approved.

## **6.3 Recommended conditions and staging**

### **6.3.1 Recommendations**

Prepare and implement updated recommendations from a suitably qualified arborist to protect significant trees during works, and to avoid or mitigate adverse impacts on significant trees from the proposed works, that addresses impacts from the detailed design in three dimensions.

In the detailed design, consider further options to reduce visual impacts wherever possible or practicable.

Prepare a planting plan that shows the supporting works negotiated with the CWMA committee, as outlined in Section 4.2 of the HIS. The plan should include reinstatement, as close as practicable, of the historic landscape of the road reserve to the immediate east of the school, which may include revegetation with grasses and herbs in areas under the trees, filling any gaps in tree planting if there are historic trees lost and removing the carparking/service road use.

### **6.3.2 Staging**

Proposed staging and timing for the works is as follows:

- Detailed design to be completed early June.
- Permits issued early June (ideally) before the construction tender is advertised.
- Funding requires construction completed by the end of December 2026.
- Construction is expected from September through to December 2026.