

EASTERN FREEWAY – HODDLE TO BURKE ALLIANCE

HERITAGE IMPACT STATEMENT

YARRA BEND PARK (VHR H2398) SHARED USE PATH AND
BRIDGE, AND DRAINAGE OUTFALL

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Document Information

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Definitions

Defined terms and definitions

Terms	Definitions
CHMP	Cultural Heritage Management Plan
CMP	Conservation Management Plan

Terms	Definitions
DEECA	Department of Energy, Environment and Climate Action
DTP	Department of Transport and Planning
EHBA	Eastern Hoddle Burke Alliance
EPR	Environmental Performance Requirements
EVC	Ecological Vegetation Classes
FRP	fibre reinforced polymer
HIS	Heritage Impact Statement
HV	Heritage Victoria
IBC	intermediate bulk container
LGA	Local Government Area
mAHD	metres to Australian Height Datum
MMBW	Melbourne and Metropolitan Board of Works
NDD	non-destructive digging
NEL	North East Link
PIT	Pile Integrity Testing
the project	Freeway Package – Eastern Freeway Upgrades: Hoddle to Burke – West Package
RCP	reinforced concrete pipes
RSS	reinforced soil structure
STP	Shovel Test Pit
SUP	Shared Use Path
TP	Test Pit
VIDA Roads	Victorian Infrastructure Delivery Authority Roads
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register

1. Project details

1.1. VHR Name

Yarra Bend Park

1.2. VHR Number

H2398

1.3. This Heritage Impact Statement (HIS) forms part of a Permit Application for:

The North East Link (NEL) Freeway Package – Eastern Freeway Upgrades: Hoddle to Burke – West Package – Shared Use Path (SUP) associated infrastructure.

The proposed project includes the construction of a new permanent pathway and bridge (referred together in this report as 'SUP'), designed to complete the missing link for pedestrians, cyclists and other users crossing the Yarra River, and the Drainage Outfall works, providing permanent drainage infrastructure for the SUP. Both the SUP works and the Drainage Outfall works fall within the heritage-listed Yarra Bend Park (VHR H2398).

These works will include:

- Construction of a new permanent pedestrian bridge over the Yarra River
- Establishment of a new permanent pathway through Yarra Bend Park from Main Yarra Trail in the west to the SUP bridge over the Yarra River in the east.

The Drainage Outfall works, located south of the Eastern Freeway near W.J. Cox Oval, will provide permanent drainage infrastructure for the SUP. These works will include:

- Construction of a temporary access track for the drainage works, and a permanent maintenance access track located south of the Eastern Freeway
- Installation of a replacement drainage pipeline for a length of approximately 85 m
- Tree removal to allow for the installation of the replacement drainage pipeline
- Remediation of the area after the works are complete, including replacement tree planting.

1.4. Pre-application meeting number

P37491

Pre-application meeting – 9 September 2024

Feedback from Heritage Victoria (HV) recommended that the draft Archaeology Impact Statement prepared at that time (Andrew Long and Associates 2025) required the following additional information:

- Plans must include the Victorian Heritage Register (VHR) and Victorian Heritage Inventory (VHI) place extents to show the location of the works intersection and study area clearly.
- Aboriginal Cultural Heritage Management Plan (CHMP) site investigations should refer to the existing consent approval associated with the CHMP.

- Relevant historical plans should also be overlaid with detailed work plans (including vegetation removal) and included in Impact Assessment section to assist in further demonstrating the works footprint impacts on the historical landscape.
- The report should also reference that some of the project works will also be impacting an adjacent VHI site and detail the relevant approvals that will be required for those impacts.

The following further information was requested for the application:

- The extent and nature of the works (i.e. path construction detail)
- Location of set down areas for machinery during the construction phase
- Details of any associated infrastructure (i.e. lighting, seating and services)
- Proposed landscaping, seating and rest areas
- Details of treatment/incorporation of significant above ground features
- Details of interpretation along the shared pathway must be provided.

P41359

Pre-application meeting – 10 July 2025

It was decided that a Permit application for the Intelligent Transport System (ITS) and construction compound scope was a high priority and that a Permit application for the SUP would be submitted at a later date in a separate application.

Site inspection – 29 July 2025

HV officers and project personnel discussed the following:

- Proposed project scope for the ITS, construction compound and SUP
- Possible ground surface impact as a result of construction for the ITS and SUP, including excavation and filling to meet required grades for the works
- The nature of the ITS trenching and locations of proposed ITS underboring at Yarra Bend Road crossing and at each end of the project area (to connect to the Freeway)
- The condition and location (not original) of the only remnant bluestone pillar from the entrance gate. This will be avoided by the project works.
- The proposed location of the pre-existing Parks Victoria construction compound was visited, and no significant impacts were identified at this location.
- The location of the VHI site Yarra Bend Northcote 1 (VHI H7922-0142) was discussed and agreed that the scope for this current Permit application does not extend into the VHI boundary.

Permit P41359 was issued on 16 January 2026, with the Conditions satisfied on 2 February 2026, allowing the ITS works to proceed.

P42056 – 9 February 2026

A Permit for the SUP enabling works was submitted to HV on 9 February 2026. These works allowed for the construction of a track between Yarra Bend Road and the Yarra River, along with an associated construction compound, which would be required for the later permanent SUP works.

This Permit was issued 26 May 2026 with several Conditions requiring approval from HV prior to the commencement of works. The Conditions for Permit P42056 were satisfied on 10 June 2026, allowing the SUP enabling works to proceed.

1.5. Address and location description

The registered place is located at Yarra Bend Road, Fairfield, within the City of Yarra local government area (LGA). It comprises an area bounded by the Yarra River in the southwest, south and east, Thomas Embling Hospital and Heidelberg Road in the north, and Merri Creek in the west. The extent of the registration does not include the Eastern Freeway, which cuts through the centre of the extent of registration along an east/west alignment. The registered place is approximately 38 ha to the north of the freeway, and 89 ha to the south (Figure 1).

The proposed SUP works will occur within a small part of the VHR place, approximately 20,000 m² in area on the northern side of the Eastern Freeway, situated between Main Yarra Trail in the west and the Yarra River in the east.

The Drainage Outfall works comprise an approximately 300 m² area within the VHR boundary. They are located on the south side of the Eastern Freeway, between the Yarra River and the Eastern Freeway, approximately 160 m east of the confluence of Merri Creek and the Yarra River, and 23 m northwest of W.J. Cox Oval.

The extent of the project works is shown in Figure 2.

1.6. Heritage management documents

The Yarra Bend Park (VHR H2398) heritage place has no associated relevant management documents, and there is no Conservation Management Plan (CMP). However, the *Yarra Bend Park: Heritage Conservation Plan* (Parks Victoria 1998), provided by Parks Victoria, has been referenced for this HIS.

1.7. Prepared by

The HIS was prepared by Caroline Seawright (Senior Archaeologist, Eastern Hoddle Burke Alliance (EHBA), Level 13, 452 Flinders Street, Melbourne, 03 8668 3398, Caroline.Seawright@jacobs.com).

Mapping was prepared by Lakshay Gupta (Geographic Information System Spatial Analyst, EHBA). Technical reviews were undertaken by Rose Overberg (Principal Heritage Consultant, EHBA).

1.8. Prepared for

Victorian Infrastructure Delivery Authority Roads (VIDA Roads)

1.9. Date

13/08/2026

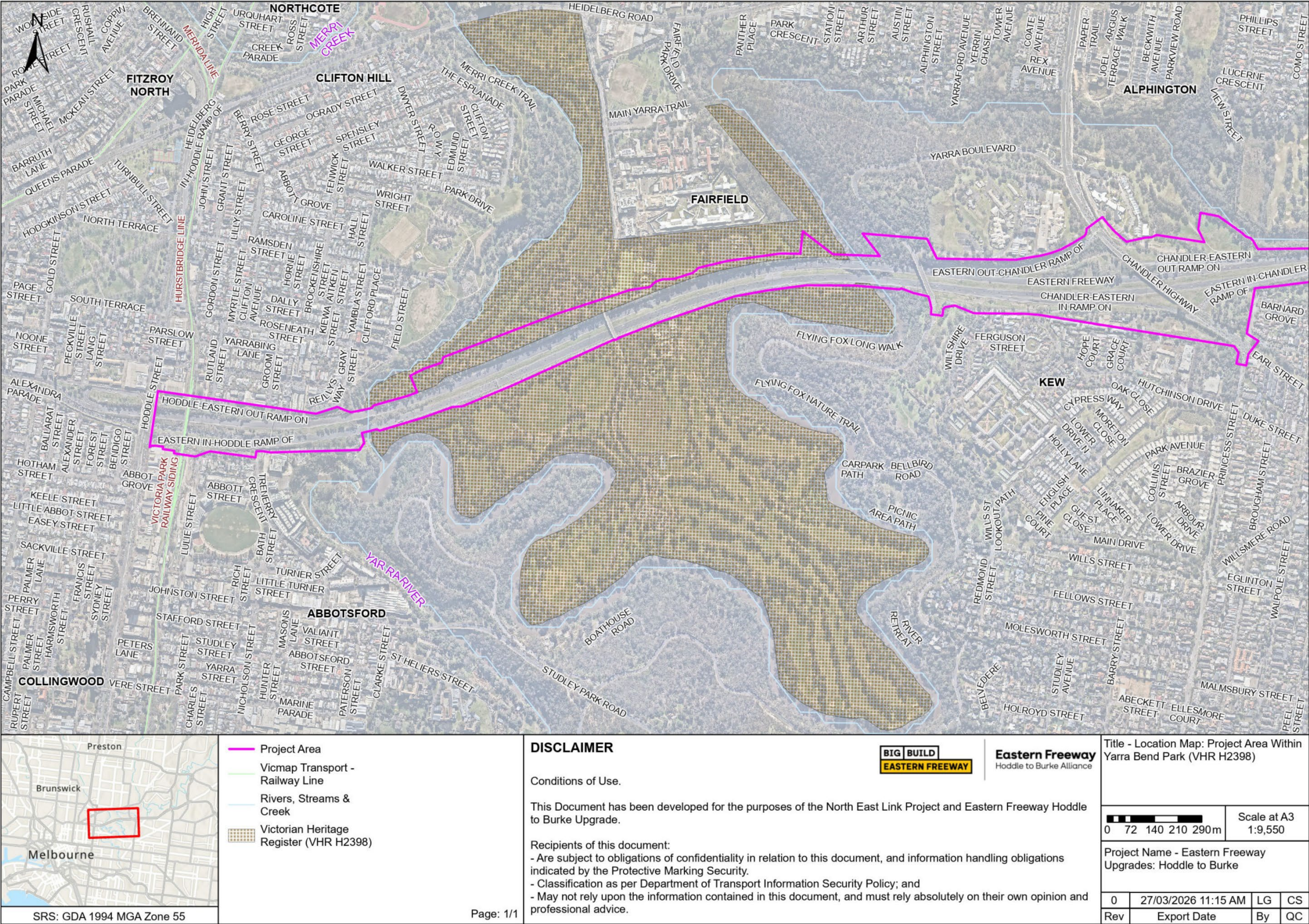


Figure 1: Location of the NEL Eastern Freeway Upgrades, Hoddle to Burke – West Package project area in relation to Yarra Bend Park (VHR H2398)

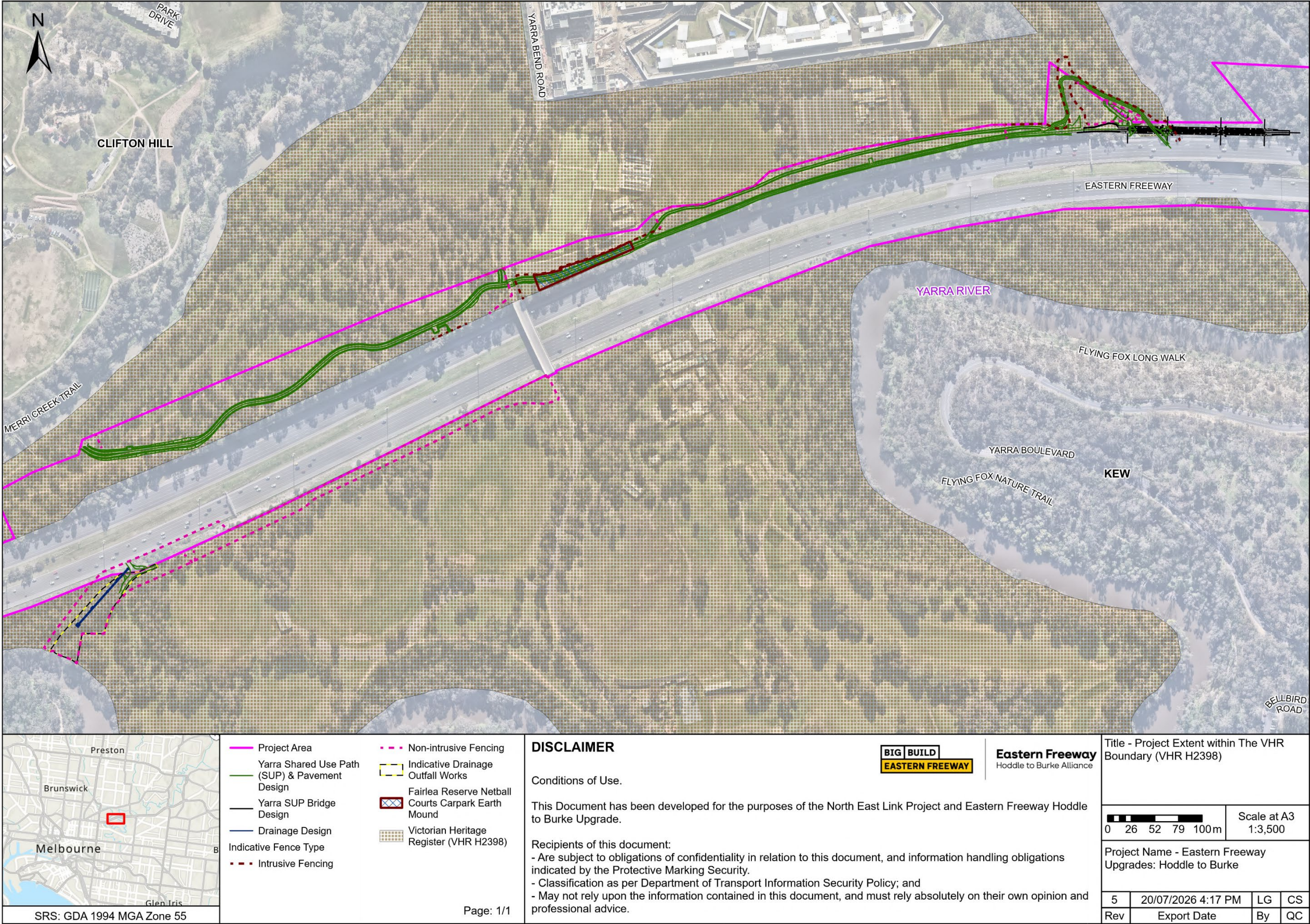


Figure 2: Location of the works subject to this application within Yarra Bend Park (VHR H2398)

2. Historical background

This historical background informs the specific historical uses in the area of the proposed project works, and further refines the assessment of archaeological potential undertaken by Andrew Long and Associates (2025) for this project. Yarra Bend Park, located at the confluence of the Merri Creek and Yarra River, has a history that spans almost two centuries of non-Aboriginal settlement in Victoria. The registered place was host to several significant institutions which were developed on the place over time, reflecting changing approaches to social welfare, mental health, and criminal justice in colonial and post-colonial Australia.

Melbourne and Metropolitan Board of Works (MMBW) plans and historical maps for this assessment are found in Appendix C and Appendix D respectively.

2.1. Merri Creek Protectorate Station

The location which is now Yarra Bend Park was originally set aside as a government reserve in the 1840s. The first use of the reserve was as the Merri Creek Protectorate Station, which was established in 1842 by William Thomas, the Assistant Protector for the Western Port District (Clark and Heydon 2004; Lovell Chen 2019). This station (1841-1847), along with the Merri Creek Aboriginal School (1842-1853) and the Native Police Corps headquarters (established elsewhere in 1837, and operated from this location in 1842-1853), represented early attempts at managing the lives of Aboriginal people by the government (Context 2008; Lovell Chen 2019; Victorian Heritage Database 2021). A letter dating to 1847 written by Thomas shows that the location of the Merri Creek Protectorate Station mission building (Figure 3) was situated between the confluence of Merri Creek and the original path of the Yarra River, to the northeast of Dights Mill (spelled as 'Dytes Mill' on the sketch map). While the sketch map is not accurately drawn, the former mission appears to have been about 200 m to the northwest of the proposed Drainage Outfall works area. Clark and Heydon (2004, p. 79) believe the location of the former mission house was north of the Eastern Freeway.

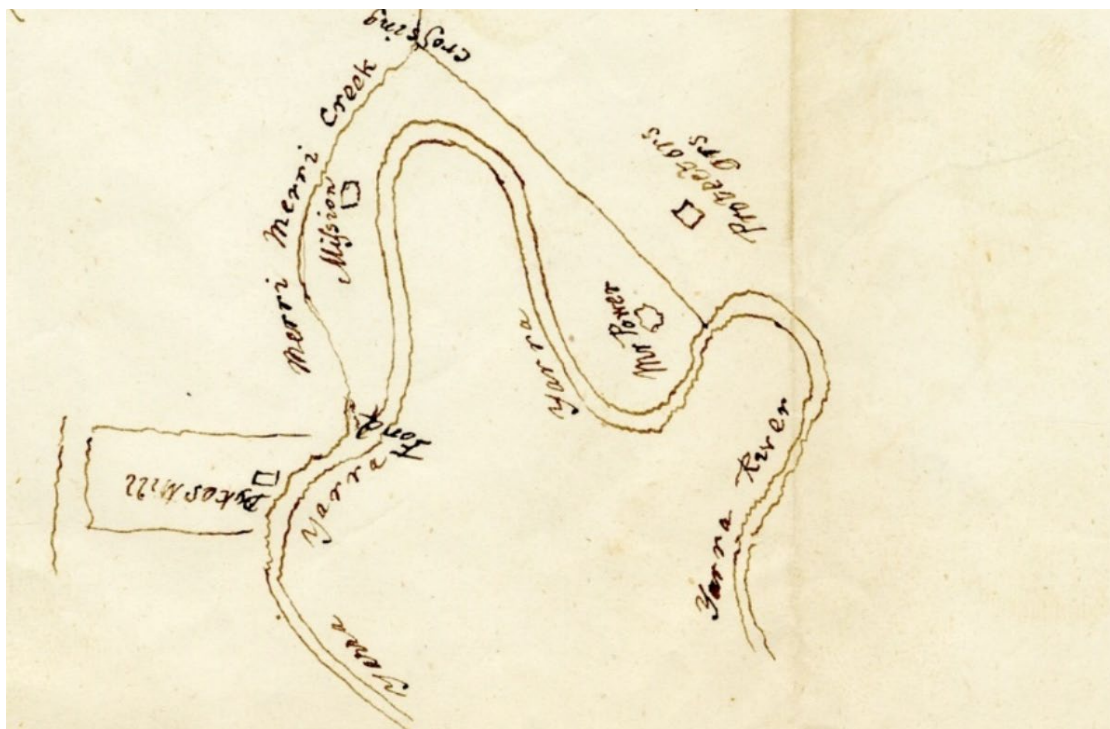


Figure 3: Sketch plan of the Merri Creek Protectorate Station mission by Assistant Protector of Aborigines for the Westernport District in 1847 (Thomas 1847)

2.2. Yarra Bend Lunatic Asylum

In October 1848, the site's focus shifted to health with the establishment of the Yarra Bend Lunatic Asylum, Port Phillip District in the Colony of NSW's (later Victoria) first permanent mental health institution; during this time period, the antiquated term 'lunatic' was a medically accepted term with a specific meaning (Context 2008; Green 2024; Lovell Chen 2019; Victorian Heritage Database 2021). The first wing, which was built of bluestone, opened in 1848 with ten patients. It quickly became overcrowded, necessitating expansion in the early 1850s. Despite regular construction work to expand the facility, overcrowding remained a persistent issue. By 1858, the asylum housed 451 patients which far exceeded its capacity of the asylum site by the Yarra River (Figure 4). Kew Cottages, situated across the Yarra River from the asylum, were initially built in 1865 as a replacement asylum. However, when Kew Cottages opened in 1871, it became an additional ward of the existing asylum until 1887 when it became a separate facility for children (Darebin Libraries 2025c).

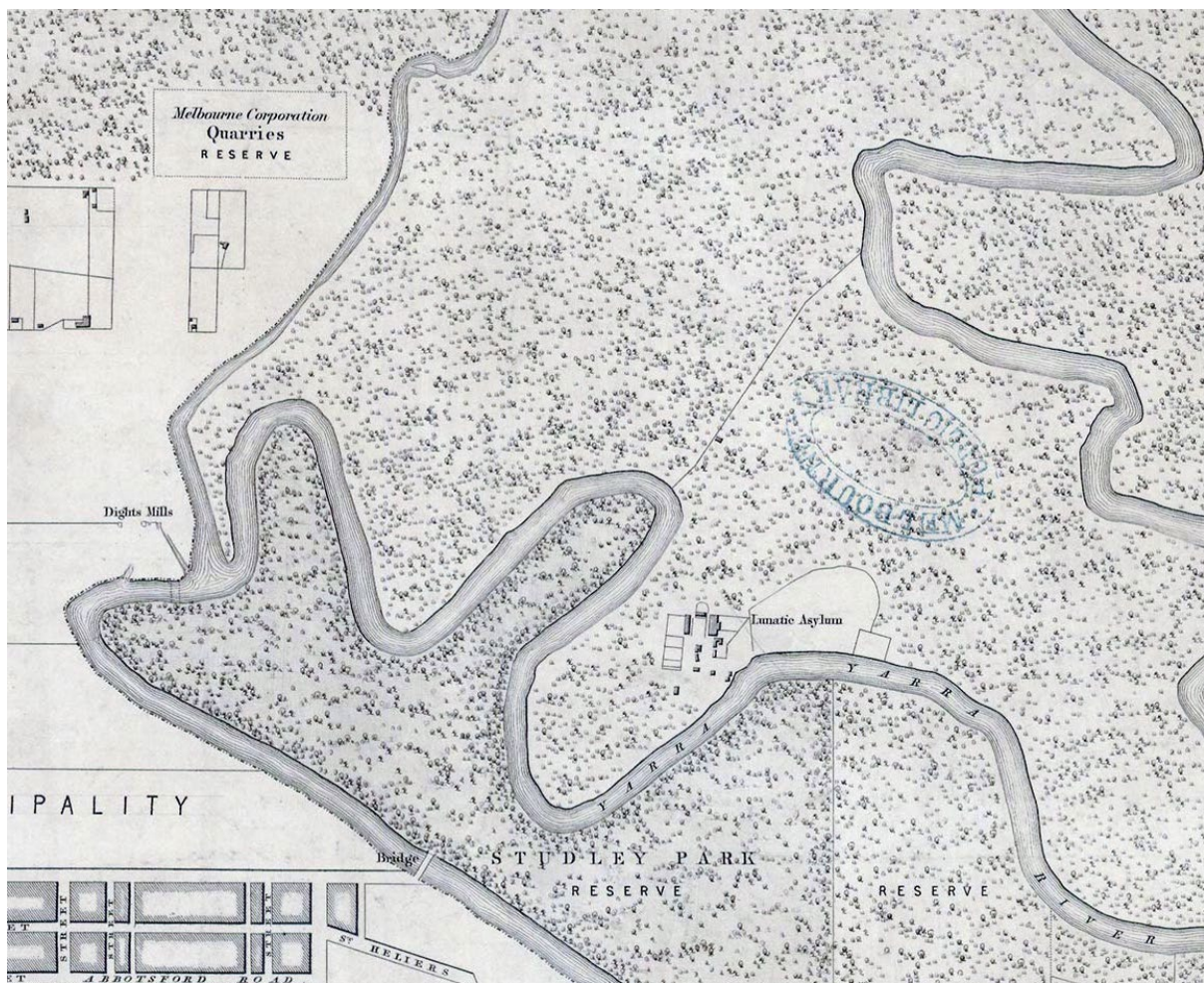


Figure 4: Original Yarra Bend Lunatic Asylum buildings

Under the management of Thomas Embling (1852) and Robert Bowie (1852-1862), the asylum reflected contemporary thinking on mental health treatment, emphasising the importance of a pleasant, rural setting for patient rehabilitation (Darebin Libraries 2025c). During Bowie's period as superintendent, he had cottages, a hospital ward, an infirmary ward, 'L' and 'N' wards (for specialised cases), the Head Warden's Quarters (entrance lodge), staff quarters, a gateway, a bluestone and brick 'ha ha' wall (or blind fence),

cultivation paddocks, gardens, a cemetery, and playing fields with a cricket ground (Victorian Heritage Database 2021).



Figure 5: Expansion of the Yarra Bend Lunatic Asylum by 1897 (MMBW 1897a; 1897b)

By 1897, MMBW plans show that the asylum had been expanded to the north, northeast and east since the 1858 map; the map shows many of the buildings and features built under Bowie (Figure 5). The asylum closed for admissions in 1925, with patients being relocated to another facility prior to its closure in 1926 (Darebin Libraries 2025c).

2.3. Yarra Bend National Park

After the closure of the asylum in the early 20th century, the area began to transition towards public recreational use, with the proclamation of Yarra Bend National Park in 1926. However, the area was never raised to formal national park status. Despite this, this era marked the beginning of the land's transformation into a public recreation area (Victorian Heritage Database 2021).

Hugh Linaker, Landscape Gardener to the Lunacy Department, was appointed to develop a landscape plan for the park. His plan of the layout and locations of plantings for the National Park was drawn in 1930. It shows the location of Fairfield Park (adjacent to Heidelberg Road in the north), Fairfield Hospital to the south of the park, and the Fairhaven Venereal Disease Clinic (noted as 'clinic') just south of the hospital. The clinic is situated between round cricket grounds to the east, southeast and west, with a small track running between past the clinic in the north and a larger track in the west. The clinic perimeter is shown as being surrounded in plantings. Other features of the park include Deep Rock Swimming Pool on a bend in the Yarra River near its confluence with Merri Creek (Figure 6). Linaker's work signalled the formalisation of Yarra Bend Park as a place designed for recreational activities and cemented Yarra Bend Park's role as a public amenity (Victorian Heritage Database 2021).

The Drainage Outfall works are situated within the vicinity of the former Deep Rock Swimming Pool area on the original alignment of one of the meanders of the Yarra River. Neither the swimming pool nor this portion of the meander are extant.

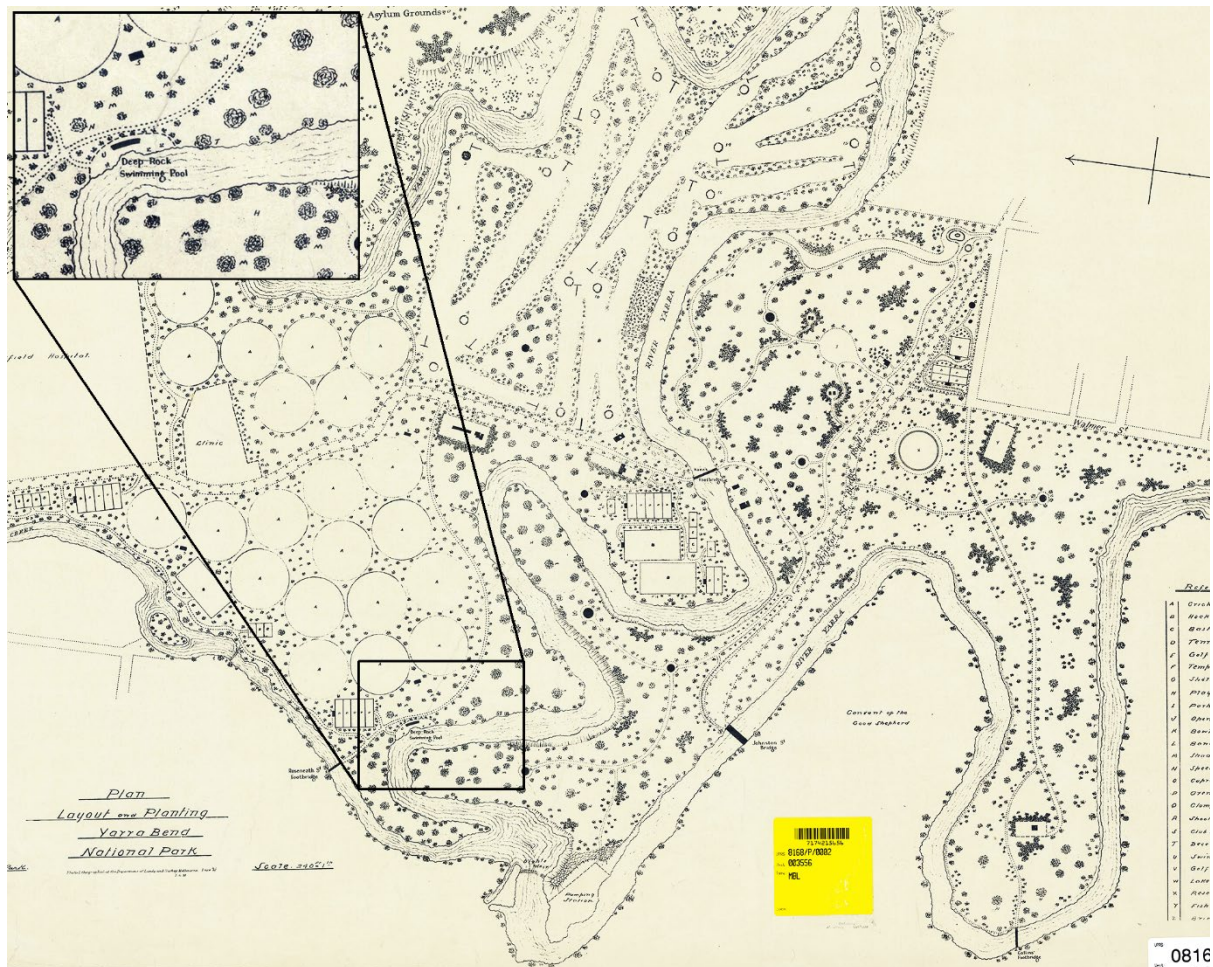


Figure 6: Yarra Bend National Park showing the location of Deep Rock Swimming Pool within the 1930 plan of the National Park (after Linaker 1930)

2.4. Fairhaven Venereal Disease Clinic

By 1927, much of the asylum's infrastructure was demolished. However, a small number of buildings were repurposed. These buildings, including the asylum's hospital building (c.1860), and infirmary building (c.1906), became the Fairhaven Venereal Disease Clinic. The entrance to the clinic was through the four pillared gate that had marked the entrance to the former asylum. The hospital, which opened in October 1927, was run by the Mission of St. James and St. John, which also operated as a home for women with venereal diseases (Darebin Libraries 2025a; 2025c; Find and Connect 2011; Victorian Heritage Database 2021). The hospital closed in 1951, and the institute was transferred by the Department of Health to Winlaton at Nunawading, due to the widespread use of penicillin making long stays at institutions such as the clinic obsolete (Darebin Libraries 2025a; 2025c; Find and Connect 2011; Victorian Heritage Database 2021).

2.5. Fairlea Women's Prison

Following closure of the Clinic, the site's institutional history was not yet over. The Fairlea Women's Prison was opened in 1956, as Victoria's first purpose-built women's prison,

marking a shift in the approach to female incarceration in the state (Darebin Libraries 2025b; Rimington 2023). The entrance to the prison remained through the former asylum's four pillared gate, until the gate pillar was relocated (likely after a deliberately lit fire at the prison in 1982). The prison operated until August 1996, and the women were moved to the newly established Metropolitan Women's Correctional Centre was built at Deer Park. After the closure of Fairlea, the prison buildings were demolished and the land transformed to allow the area to be used for recreation (Darebin Libraries 2025b; Victorian Heritage Database 2021).

2.6. Deep Rock Swimming Club

The Deep Rock Swimming Club was established in 1906, with the swimming pool basin located on a northeastern bend in the Yarra River to the northeast of Dight's Falls (Collingwood Historical Society 2016; Kew Historical Society c.1925; Victorian Heritage Database 2007). The Deep Rock Lifesaving Club became part of the Swimming Club in 1916, with lessons being taught at the swimming basin (*The Argus*, 9 March 1917, p. 3). The swimming basin comprised a concreted semicircular terraced area cut into the riverbank, with the club buildings built up on the slope above the basin (Victorian Heritage Database 2007). A photograph from the 1920s showing the slope as being base (Figure 7).

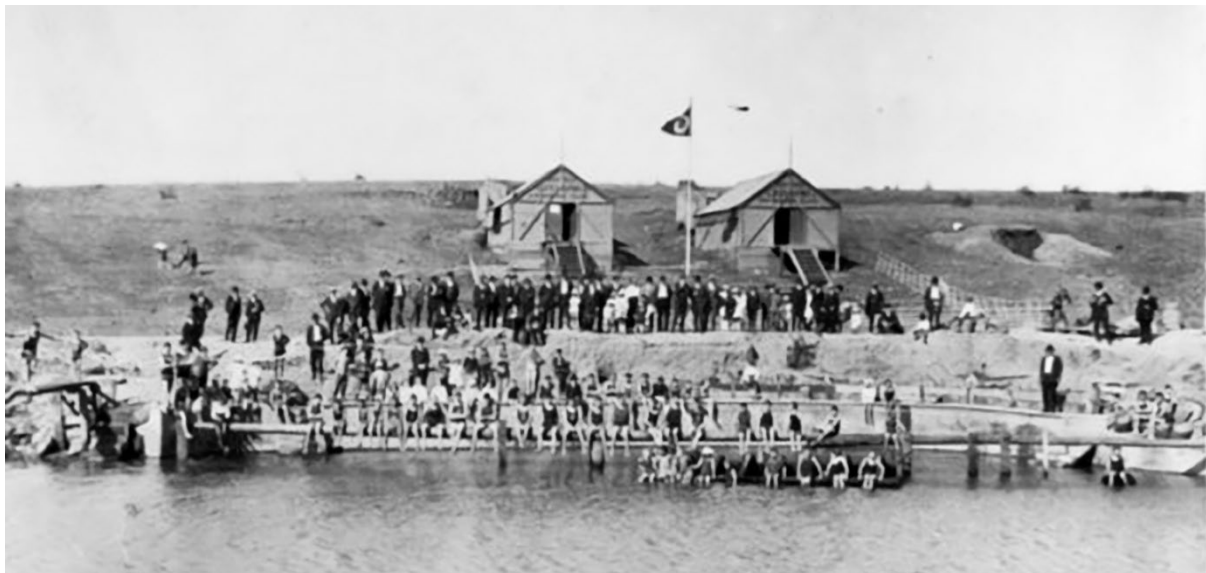


Figure 7: The Deep Rock terraced area (with a single terrace) and club buildings (both with 'Deep Rock Lifesaving Swimming Club' written above the doorways) in c.1920 (Victorian Heritage Database 2007)

In 1918, the president of the club and businessman, John Wren, donated £1,000 towards the 1918 Deep Rock Swimming Club's Carnival. During the carnival, Alec Wickham, a Solomon Islander nicknamed 'Prince Wickyama' who was known for pioneering the modern front crawl swimming style, is said to have broken the world record for a 'swallow dive' of an alleged 205 feet 9 inches (62.7 m) from a special platform on the west side of the Yarra (Atlas Obscura 2021; Collingwood Historical Society 2016; Kew Historical Society c.1925); however, surveyors in the 1960s estimated the dive to have only been around 130-135 feet (39.6-41.1 m). This appears to have been at the cliffs to south of the former swimming pool site. Wren presented Wickham with a £100 prize for the dive, which took place in front of at least 50,000 spectators (*Referee*, 27 March 1918, p. 16). Proceeds from the carnival were donated to the State War Council (Collingwood Historical Society 2016; Gregory 2013; Kew Historical Society c.1925).

By around 1925, the facilities at the club had been upgraded – a photograph from this period shows that the terraced area had been expanded with multiple concrete levels, with steps situated at one end (the other end is off camera). Additionally, a diving tower had been set up adjacent to the terraced area. Several additional buildings are visible, including one behind the diving tower. The hillside behind the terraces, on which the two clubhouses were built, was then shown to be clear of trees or other tall vegetation (Figure 8).



Figure 8: The Deep Rock terraced area (with multiple terraces) and club buildings showing a diving tower in c. 1925 (Kew Historical Society c. 1925)

The club was a major social venue for local residents from Collingwood and Clifton Hill, with club facilities growing after the establishment of the Yarra Bend National Park Committee in the late 1920s (*The Age*, 6 July 1927, p. 13), including floodlighting (*The Herald*, 6 January 1931, p. 9). Subsequently, the club's original clubhouse, facilities and equipment were destroyed by both fire and flooding in the mid-1930s (*The Sun News-Pictorial*, 4 February 1935, p. 11; *The Age*, 24 June 1936, p. 7; 22 July 1936, p. 15), so new facilities (including a granite memorial doorway to the clubhouse pavilion, Figure 9) were subsequently provided by the Committee by 1938 (*The Age*, 28 January 1938, p. 13; 27 May 1938, p. 20).

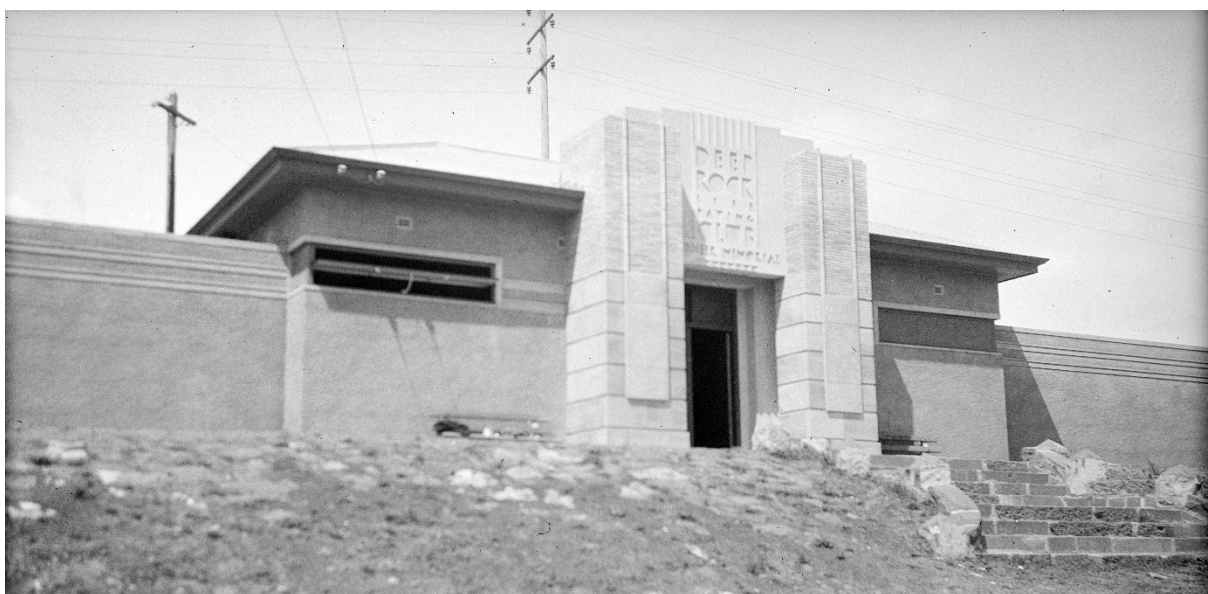


Figure 9: The 1930s granite memorial doorway to the Deep Rock Life Saving Club clubhouse (Anonymous n.d.)

The clubhouse was then generally used more for Sunday night dances than for swimming events (Gregory 2013). In 1939, further improvements were planned for the swimming area to be graded and levelled, a diving tower erected, and a promenade established between the swimming basin and the Yarra Bend Park golf clubhouse (*The Age*, 16 September 1939, p. 27). Its popularity lasted until the 1940s, despite attempts in the 1940s and 1950s to revive the club to its pre-World War II numbers, when the rise in popularity of the car allowed residents to more easily access other swimming venues (Collingwood Historical Society 2016; Gregory 2013; Kew Historical Society c.1925; Victorian Heritage Database 2007).



Figure 10: 1958 aerial imagery of the Yarra River meander, with Deep Rock Swimming Club in the right (Pratt 1958)



Figure 11: Close-up aerial of two concreted terraces, with the clubhouse and a building to the rear (Pratt 1958)

The original location of the swimming pool area is no longer extant (Figure 10, Figure 11), with the meander in the Yarra on which the swimming pool basin was situated having been truncated (and the former swimming pool area built over) during the construction of the Eastern Freeway in the 1970s (Kew Historical Society c.1925; Victorian Heritage Database 2007).



Figure 12: Original Deep Rock clubhouse foundation stone (ACCA 2020)

Six memorial sawn granite slabs naming the members and officers of the club, which were erected in 1939 at the clubhouse door, were removed from the clubhouse before its demolition and were put into storage at the park depot. A foundation stone from the original clubhouse (Figure 12), which was laid by Wren, now mounted on a bluestone plinth, is also extant (Victorian Heritage Database 2007). It is situated adjacent to the tree line along the west side of the W.J. Cox Oval, approximately 85 m east of the Yarra River (Figure 97).

2.7. Eastern Freeway

The registered place's history also intersects with broader urban development. The construction of the Eastern Freeway in the 1970s bisects the Yarra Bend Park, altering not only the landscape of the parklands, but also that of the confluence of the Yarra River and Merri Creek (Victorian Heritage Database 2021). Plans from 1959 show the original proposed location of the Eastern Freeway as running over the southern end of Merri Creek, around the middle bend in the Yarra River to the west of Dight's Falls, across the parkland and south of the Fairhaven clinic (highlighted in yellow), and across the Yarra River in the east (Figure 13).

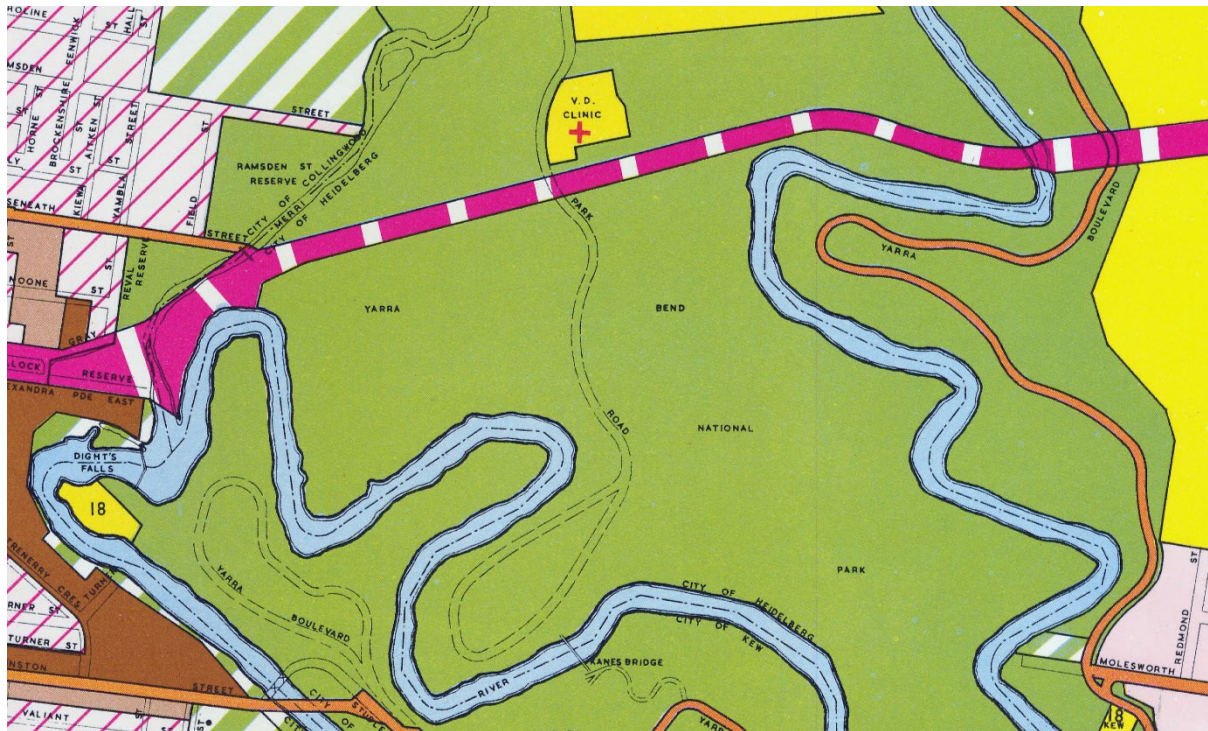


Figure 13: 1959 plan for the establishment of the Eastern Freeway through Yarra Bend Park (MMBW 1959)



Figure 14: The original meander in the Yarra River between Dights Weir in the west, and the location of Deep Rock Swimming Pool to the northeast of the weir (Linaker 1930)

Originally, there was a large meander east of its confluence with Merri Creek, near the former location of Dights Mill (and Dights Falls/Dights Weir), in the Yarra River which was approximately 460 m from north to south. Deep Rock Swimming Pool used to be situated in the northeast curve, on the east bank of the Yarra, approximately 330 m northeast of the weir (Figure 14). At this time, the confluence of the Yarra River and Merri Creek formed a pincer promontory on the northern bank of the Yarra River near Dights Falls. The former Deep Rock swimming area is within the vicinity of the proposed Drainage Outfall works.

Bulldozing of the park for the freeway by the MMBW began prematurely in November 1971, and works were halted until the *Eastern Freeway Lands Act* 1971 was later passed. However, the Eastern Freeway works required the realignment of the northernmost portion of the meander in the Yarra River (Figure 15), as the freeway alignment did not follow the 1959 plan. The river was realigned through extensive earthmoving for the construction of a shorter meander channel, which involved filling the unwanted meander, widening the adjacent river confluence, levelling the stream banks and riverbanks and diverting the river along its current path. The present alignment of the Yarra River with a meander which is approximately 350 m from north to south. This section of freeway opened in 1977 (Clark and Heydon 2004, p. 6; Collingwood Historical Society 2013; Lancaster 2018, pp. 288-289).



Figure 15: The construction of the Eastern Freeway through Yarra Bend Park, with the truncated meander in the Yarra River shown to the right (Country Roads Board 1975, p. 5)

This significantly altered both the hydrology and ecology of this section of the river, including the removal of the delta formed by the Yarra River and Merri Creek, and removed the historical swimming basin altogether. The northernmost part of the original meander was disturbed and its location is under the current Eastern Freeway, and much of the former delta comprises artificial fill (Lovell Chen 2019, pp. 219, 233; Merri Creek Management Committee 2008; Otto 2009, pp. 89-90).

2.8. Significant trees

Since the 1920s, ornamental trees have been planted across Yarra Bend Park, after the Yarra Bend National Park was gazetted in 1926 (Victorian Heritage Database 2021). Detailed in the *City of Northcote Urban Conservation Study* (Butler 1983), the trees which are considered to be historically significant (illustrated by letters in Figure 16) comprise River Red Gums (A), which grew prior to the ornamental plantings; rows of Roman Cypress (B), Moreton Bay Figs (C), Holm Oaks (D), mature English Elm groves (E) which relate to the

earlier Asylum garden, the trees lining the former Asylum driveway (Moreton Bay Figs, Elms and Radiata Pines, F), the roadway marked by Spotted Gums (G), and a mixture of Pepper Tree and River Red Gum groves (H) (Butler 1983).

Yarra Bend National Park

Base: Lands Department 1950

Reference: MMBW Record Plan 39 (June 1898)

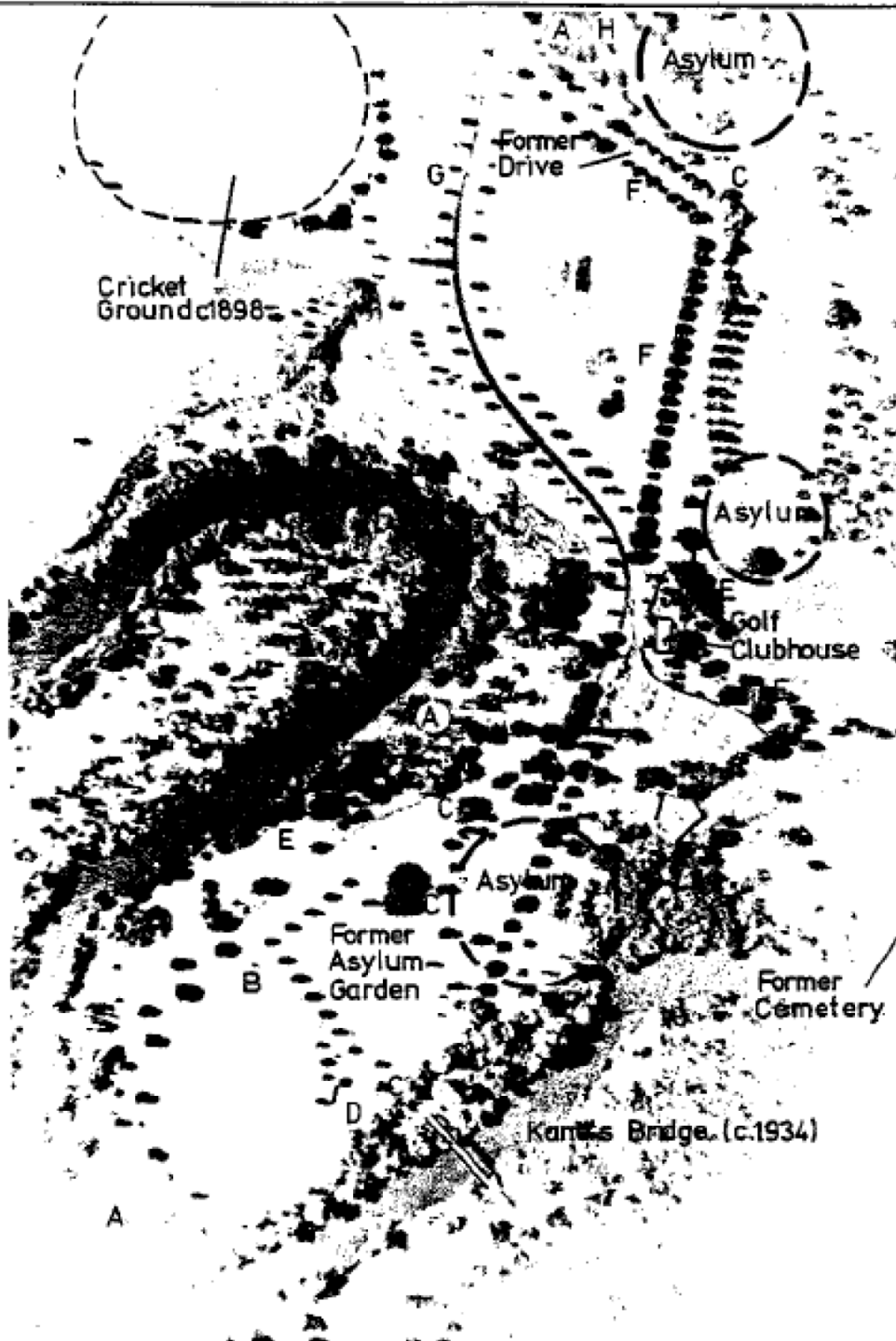


Figure 16: The locations of significant trees (A to H) within Yarra Bend Park (Butler 1983)

These significant trees are all mapped to the east, southeast and south of the former cricket grounds, and do not intersect with either the SUP or the Drainage Outfall works which are the subject of this HIS (Figure 16).

Yarra Bend Road is extant and follows the tree-lined curve of the roadway shown on this plan (see feature G); this roadway, the former cricket grounds, and the former driveway (see F) feature were located to the south of the Eastern Freeway. Large English Elms and Oaks are noted as being southeast of Fairlea Women's Prison (Butler 1983). However, these trees are not detailed on the included map of significant trees (Figure 16), and the location of the trees in relation to Eastern Freeway (which was then extant) is not specified. Recognising this data gap in Butler (1983), further analysis of aerial imagery has been undertaken below.

Aerial imagery dating to 1945 (Figure 17) shows plantings in and around Fairlea Women's Prison post-dating the 1930 design by Linaker, which intersects with the SUP works. While rows of trees (Spotted Gums) appear to have been planted adjacent to the roadway which ran past Fairlea in the west, there is no evidence of the round cricket grounds to the east, southeast and west, and the trees south of the complex do not appear to have been manicured at all. Stands of trees of unknown species appear to have then been situated immediately south of the prison, but they were not manicured and do not appear to be related to any ornamental planting. It does not appear that Linaker's National Park full plan ever eventuated.



Figure 17: Aerial imagery dating to 1945 showing the location of Fairlea Women's Prison and plantings to the south of the complex (Aerial Survey of Victoria 1945)

Aerial imagery dating to 1978 (Figure 18) shows that the Eastern Freeway was constructed immediately south of Fairlea Women's Prison, bisecting the surrounding Yarra Bend Park. A single row of trees (Spotted Gums) has matured along Yarra Bend Road west of the prison, while two cricket grounds had been established to the east of the prison. The stands of trees of unknown species which were immediately south of the prison in the 1945 aerial imagery

have been removed to allow for the construction of the freeway, with remnant mature trees visible to the south of the freeway, adjacent to Yarra Bend Road in the east.

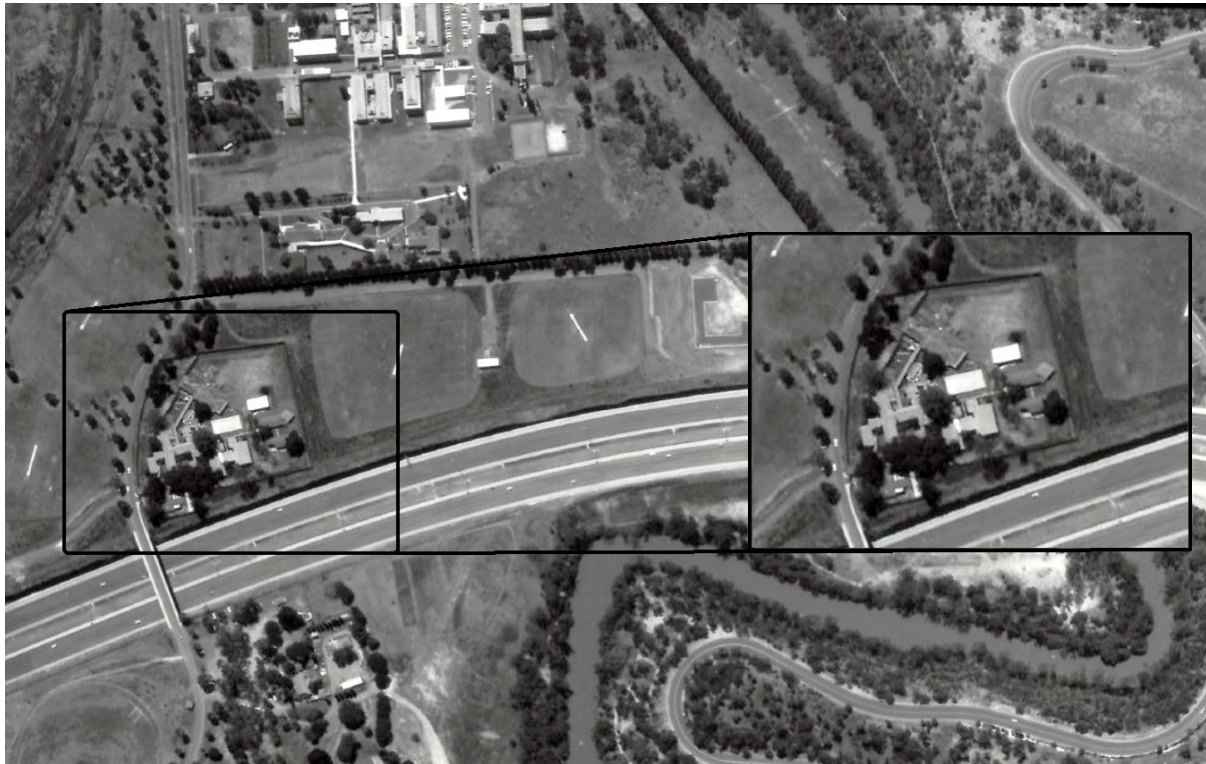


Figure 18: Aerial imagery dating to 1978 showing the location of Fairlea Women's Prison and plantings to the south of the complex, bisected by the Eastern Freeway (after Lovell Chen 2022, p. 19)

As such, it appears that the unmapped significant English Elms and Oaks which were mentioned by Butler (1983) as being southeast of Fairlea Women's Prison were likely on the south side of the freeway. As such, they are unlikely to be within the project area, or within proximity to the proposed works. However, Spotted Gums appear to have been present along the west side of Yarra Bend Road opposite the former asylum since 1945, but did not extend further south beyond the asylum driveway.

Aerial imagery dating to 1945 (Figure 19) shows no plantings in and around the Deep Rock Swimming Pool area. Several trees are seen to be dotted around the pool and swimming club building, but the closest deliberate plantings appear to be along the northeast boundary of a small complex to the northeast of the clubhouse. None of the trees appear to be related to any ornamental planting. It does not appear that Linaker's National Park full plan ever eventuated. Additionally, aerial imagery shows that the actual location of Deep Rock Swimming Pool and clubhouse were further south than that depicted in the plan, with the works area intersecting with the swimming pool basin.

Aerial imagery dating to 1978 (Figure 20) shows that the Eastern Freeway as being situated immediately north of the former location of the Deep Rock Swimming Pool and the northernmost portion of the former meander in the Yarra River. The trees visible in the 1945 aerial imagery are not present in 1983, with different (younger) trees then being extant adjacent to the northeastern and southwestern ends of the Drainage Outfall works area. The remainder of the works area comprised a grassy field and part of the batter slope associated with the Eastern Freeway. These trees appear to have been planted as part of the redesign

of this section of the park, with trees being planted along the edge of the new course of the Yarra River meander, as well as around the sporting ovals.



Figure 19: Aerial imagery dating to 1945 showing the location of Deep Rock Swimming Pool on the east bank of the meander in the Yarra River (Aerial Survey of Victoria 1945)

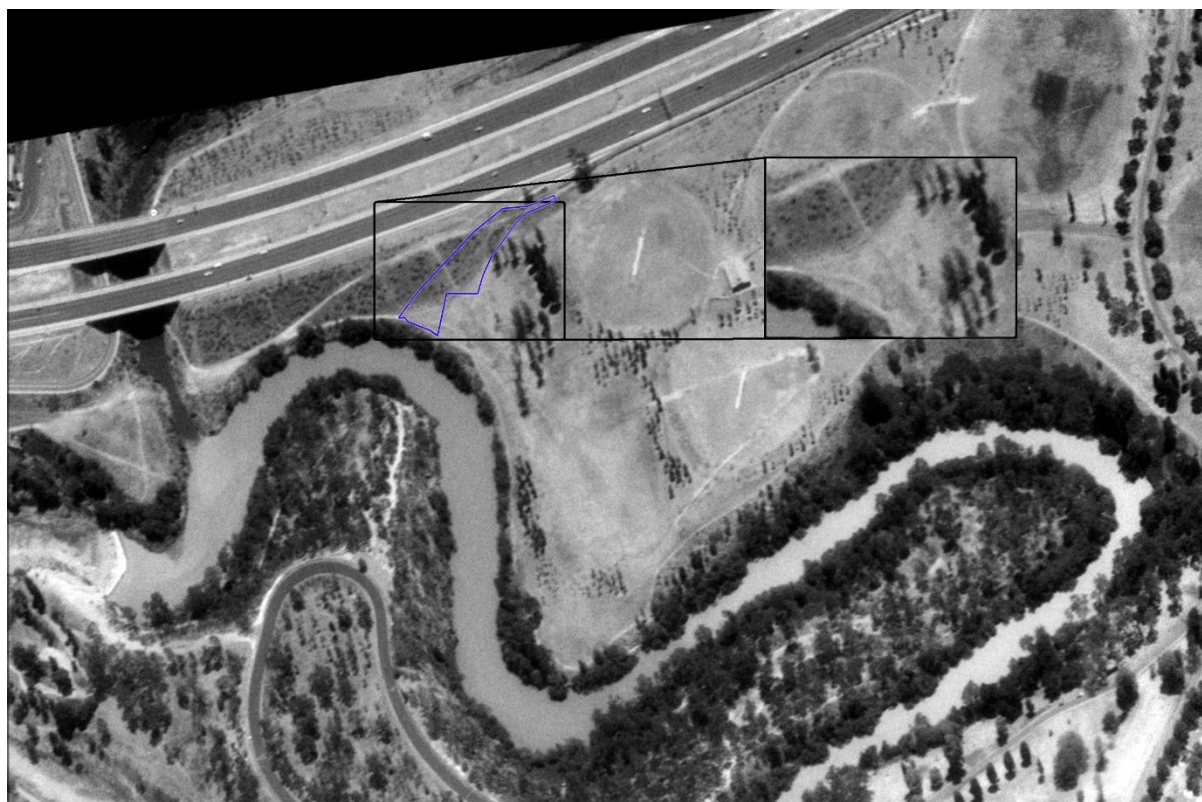


Figure 20: Aerial imagery dating to 1983 showing the Eastern Freeway and the truncation of the meander in the Yarra River in the vicinity of the former Deep Rock Swimming Pool (Geoscience Australia 2026)

2.9. Summary

Yarra Bend Park's history encapsulates many of the social, political, and urban planning changes that have shaped Melbourne since the early 1840s. From its beginnings as a site of early colonial administration and management, through its long history as a place of confinement and treatment, to its current role as a public recreation space, the park has been used for a range of historical activities.

Today, little remains above ground of the various institutions that once occupied the site. The Merri Creek Protectorate Station, Merri Creek Aboriginal School, Native Police Corps headquarters, Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic, and Fairlea Women's Prison are no longer extant (Victorian Heritage Database 2021). Significant trees mark the location of the former institutions within Yarra Bend Park, including unmapped mature English Elms and Oaks to the southeast of Fairlea Women's Prison. Yarra Bend Park continues to serve as a vital green space for Melbourne, offering sports fields, picnic areas, and walking tracks.

The Deep Rock Swimming Club terraces were removed as part of the truncation of the meander in the Yarra River, and the associated clubhouse buildings were demolished as part of the construction of the Eastern Freeway. The Deep Rock Swimming Club would have been located to the east of the Protectorate Station, but its location on the west side of the meander of the Yarra River, is not precisely known. No significant trees mentioned by Butler (1983) appear to be associated with the former swimming club, or with the surrounding land, due to the construction of the Eastern Freeway batter slope in the 1970s. Aerial imagery shows that the extant trees were planted after the batter slope's construction, but prior to 1983. As such, no significant trees will be intersected by the Drainage Outfall works.

As such, further refinement through an assessment of the plans and aerial imagery has been undertaken in Section 3.1.2, to understand the archaeological potential of the place, and thus provide a better understanding of the significance of Yarra Bend Park (VHR H2398).

3. Significance of the place

3.1. The cultural heritage significance of the place

3.1.1. VHR statement of significance

The VHR registration for Yarra Bend Park was gazetted in April 2021. The statement of significance for Yarra Bend Park (VHR H2398) as included in the VHR is in Table 1.

Table 1. Statement of Significance of Yarra Bend Park (VHR H2398)

What is significant?

The Yarra Bend Park including all the land, trees, plantings, open parkland, roads and paths, asylum gate pillar, golf club house and course, and all archaeological deposits associated with the former Merri Creek Protectorate Station, Merri Creek Aboriginal School, Native Police Corps Headquarters, the Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic and Fairlea Women's Prison.

How is it significant?

Yarra Bend Park is of historical and archaeological significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

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

Criterion B

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

Criterion C

Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Why is it significant?

Yarra Bend Park is significant at the State level for the following reasons:

Yarra Bend Park is historically significant for its associations with a number of government initiated and/or operated institutions from the mid-nineteenth to the late-twentieth centuries and for its long association with active and passive recreational use. [Criterion A]

Aboriginal cultural connection pre-existed the formation of Melbourne by tens of thousands of years. Yarra Bend Park is historically significant as a place of contact and interaction between Aboriginal and non-Aboriginal people in the formative years of Victoria's development. This resulted in the establishment of institution near the confluence of Merri Creek and the Yarra River, including the Merri Creek Protectorate Station, Merri Creek Aboriginal School and Native Police Corps Headquarters. [Criterion A]

Yarra Bend Park is significant for its associations with Billibellary, Ngurungaeta (leader) of the Woi wurrung (who was buried near the confluence of the Yarra River and Merri Creek in 1846) and Assistant Protector William Thomas. Their mutually respectful relationship, which extended to Billibellary's son Simon Wonga, was instrumental in the negotiation of land for Aboriginal people, which led to the establishment of Coranderrk Aboriginal Station near Healesville. [Criterion A]

Yarra Bend Park is significant as the location of Victoria's first asylum. The Metropolitan Lunatic Asylum, later known as the Yarra Bend Lunatic Asylum, was the first asylum established in Victoria in 1848 and was constructed in a 'village style'. [Criterion A]

Yarra Bend Park is historically significant for the ongoing development of facilities for active and passive recreational use, including open parkland, walking tracks and sporting grounds. [Criterion A]

Yarra Bend Park is an uncommon example of an expansive inner-city area which has remained largely undeveloped and retains a high potential for significant archaeological evidence of government initiated and/or operated institutions. [Criterion B]

Yarra Bend Park is archaeologically significant for its potential to contain features, deposits and/or artefacts that relate to various government initiated and/or operated institutions, their establishment, use and change over time, and landscape and garden features. As a place of intensive institutional use, Yarra Bend Park has a high potential to contain a well-preserved and distinct historical archaeological landscape, which has high potential to provide information which is not currently understood. [Criterion C]

3.1.2. *Yarra Bend Park: Heritage Conservation Plan (Parks Victoria 1998)*

This Heritage Conservation Plan provides general conservation policies for Yarra Bend Park, as follows:

- Acknowledge and respect the cultural significance of Yarra Bend Park as demonstrated through its natural and scenic attributes, various past uses and remnant physical features, open space and recreational traditions, and historical associations in its future management, development and public interpretation.
- Conserve and interpret the physical remnants of past significant activities within Yarra Bend Park as identified in this document.
- Preserve and interpret the natural physical isolation characteristic of Yarra Bend, and the past significant uses of the area resulting from this, including those for which no physical evidence survives:-
 - Aboriginal occupation and use
 - Aboriginal Protectorate
 - Mission School
 - Yarra Bend Lunatic Asylum
 - Venereal Diseases Clinic
 - Fairlea Women's Prison
 - Queens (Fairfield) Infectious Diseases Hospital.

Of relevance to this HIS are the conservation policies associated with places that intersect with the proposed works, which comprise the asylum/clinic/prison site. While not mentioned above, the plan also included policies for the Deep Rock Swimming Club and its memorial. The Aboriginal Protectorate, Mission School and Infectious Diseases Hospital do not intersect with the proposed works.

The Yarra Bend Asylum is noted to have included not only buildings, but farmlands and vegetable gardens. Many of the buildings and walls were progressively demolished from the late 1920s and 1930s to make way for Yarra Bend Park. Extensive below ground footings and other remnants from the asylum still remain on the site, and the asylum gate pillar is still extant. The conservation policy was to conserve physical remnants of the asylum, and to interpret the asylum's occupation of the area. Additionally, an archaeological assessment study of the archaeological remains of the asylum was recommended to understand the nature and extent of the asylum features. In relation to the pillar, the conservation policy was to monitor its condition for mortar erosion and vandalism. For the later clinic and prison site, conservation policies included mounting plaques commemorating both the clinic and the prison on the remnant asylum gate pillar.

The Deep Rock Swimming Club included club buildings and a concrete semicircular terrace cut into the riverbank. The Deep Rock site was 'eventually destroyed when the freeway construction caused diversion of the river at that location'. The foundation stone for the club is mounted on a bluestone block plinth near the original location of the swimming clubhouse. The conservation policies for the swimming club were to conserve the memory of the club through interpretation, and to conserve the foundation stone. The foundation stone is to be retained for public viewing, and be provided with interpretive signage. The foundation stone may be incorporated in a suitable park structure or park history interpretation display.

3.1.3. Archaeological potential of the SUP works area

Yarra Bend Park (VHR H2398) is significant at a State-level and is registered for historical heritage and archaeological values. This is due to the high potential for archaeological deposits associated with the former Merri Creek Protectorate Station, Merri Creek Aboriginal School, Native Police Corps Headquarters, the Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic and Fairlea Women's Prison to provide information about these places, which are not currently well understood (see Criterion C).

As such, this place has State-level archaeological potential, including the areas of the former Yarra Bend Lunatic Asylum (c.1848-1924), Fairhaven Venereal Disease Clinic (c.1927-1951) and Fairlea Women's Prison (c.1954-1996), as detailed on the MMBW plans dated between 1897 and 1981 (MMBW 1897a; 1897b; 1903; 1955; 1981; c.1923; c.1933–1950) (Section 3.1.4.1). This has also been confirmed in *Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment* (Andrew Long and Associates 2025) (Section 3.1.4.3.2).

3.1.3.1. MMBW and historical maps plans

The 1860 Block Plan of Yarra Bend Asylum (Figure 21) shows that the asylum had expanded since the 1858 plan of the asylum (Figure 4). The proposed SUP works are shown to run between three large buildings, and the road to Melbourne which was then running on a straight alignment rather than matching the curve in today's Yarra Bend Road.

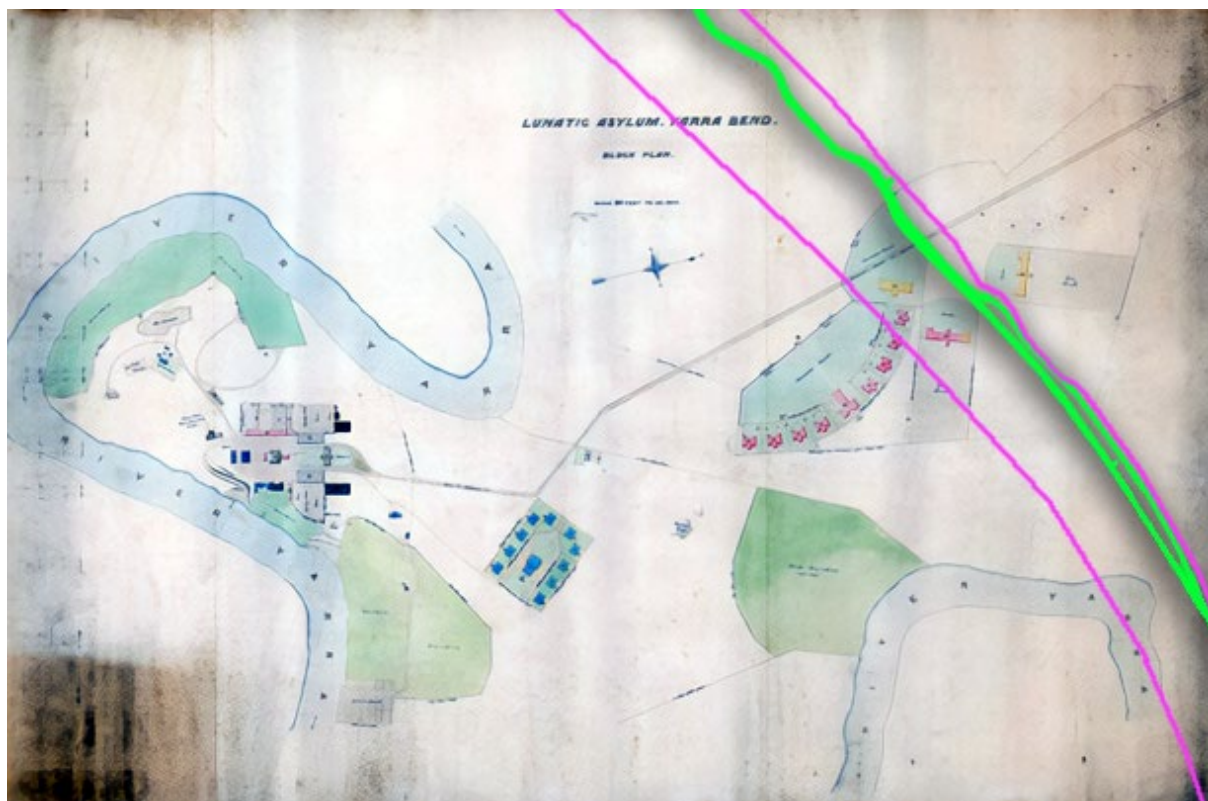


Figure 21: 1860 Block Plan of the Yarra Bend Asylum (Alliance Archaeology Pty Ltd 2025a, p. 15), with the approximate location of the project area boundary in pink and SUP works pathway in green, and buildings in black dating to 1856, blue to 1857, green to 1858, red to 1859 and yellow to future constructions (1860)

According to Alliance Archaeology Pty Ltd (2025a, pp. 16-17), the alignment of Yarra Bend Road was altered to go around the alignment of the new wall, which was labelled as a 'sunk wall – ha ha'. The SUP intersects with the location of a small gate lodge situated along the

proposed wall, built of brick. Four buildings, which are not shaded in the Block Plan, are also found along the alignment of the SUP, near the southeast corner of the Alliance Archaeology Pty Ltd (2025a, p. 17) study area (two of which are visible in Figure 22). However, the function of these buildings are not identified in the Alliance Archaeology report, and the low quality of these images precludes further identification of these buildings. Importantly, no evidence of these buildings is found in later maps or plans of the site.



Figure 22: Close up of the 1860 Block Plan with the Alliance Archaeology study area in orange (Alliance Archaeology Pty Ltd 2025a, p. 17), with the approximate location of the project area boundary in pink and SUP works pathway in green

The functions of these buildings are not identified by Alliance Archaeology Pty Ltd (2025a, p. 17), and the low quality of these images precludes further identification of these buildings. These four buildings identified in the 1860 Block Plan are no longer present by the 1890 Central Block Plan (Figure 23). Alliance Archaeology Pty Ltd (2025a, p. 29) note that the 'crescent of cottages that were depicted on the 1860 plan as being planned for the area to the north of the hospital do not appear to ever have been built' (referring to uncoloured structures in a crescent at the top of Figure 22). This may also apply to the uncoloured buildings along the proposed SUP route.

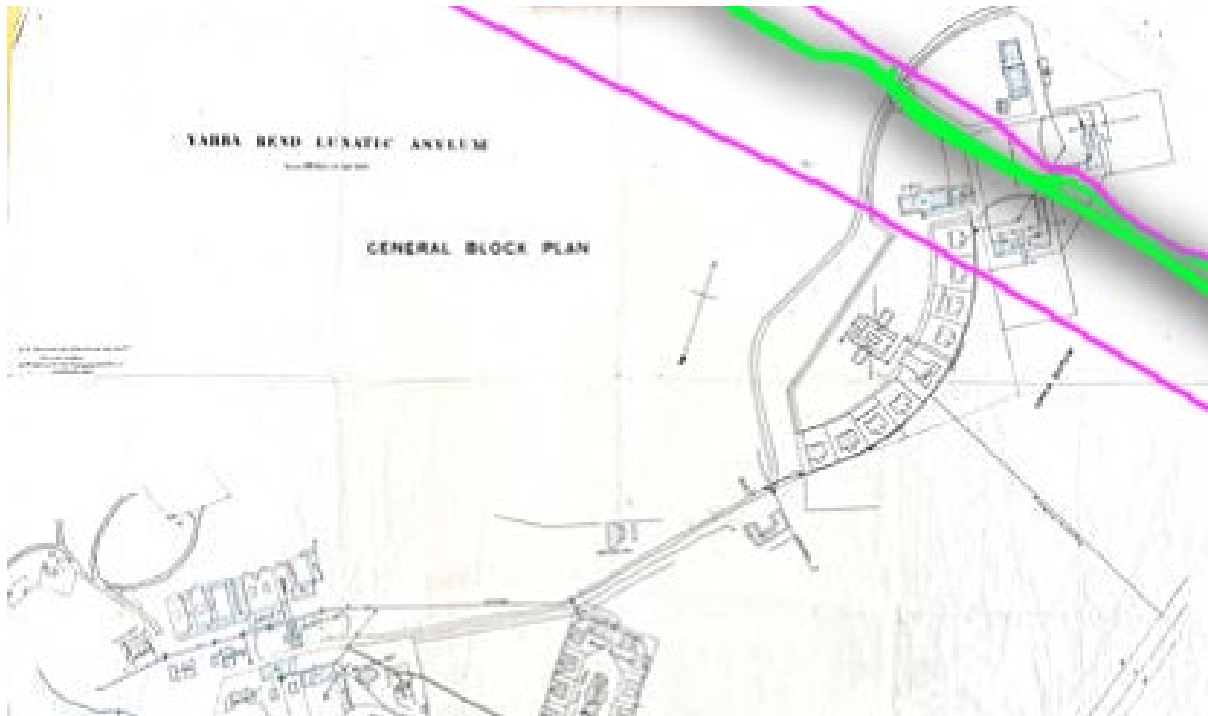


Figure 23: 1890 Central Block Plan of the Yarra Bend Asylum (Alliance Archaeology Pty Ltd 2025a, p. 28), with the approximate location of the project area boundary in pink and SUP works pathway in green

The roadway is shown to have been realigned around the wall of the asylum, generally matching the alignment of Yarra Bend Road within the project area. Alliance Archaeology Pty Ltd (2025a, pp. 28-29) describes this as being within the upper division of the asylum, with what appears to be new paths set out in a manner suggesting garden area in front of the hospital and ward buildings. The proposed SUP works pathway is shown to run between buildings, except for the gate lodge building along the wall, which has been enlarged to include the Head Warden's Quarters, but otherwise traverses across the garden area and aforementioned paths.

Detailed MMBW plans of the registered place date from 1897 to 1981 (Appendix C). These plans show changes over time within the former complex through which the SUP works run. While no plantings are noted, these plans show buildings, the main sunken ('ha ha') wall around the property, internal walls, pathways and roadways. The SUP works are shown to run through the former gateway into the asylum, and do not impact upon the location of the 'ha ha' wall. The SUP works are shown to intersect with former pathways and gardens within the asylum grounds, and part of the fenceline around the east boundary of the asylum footprint.

The earliest mapping, dated to 1897 (Figure 24), shows that the main SUP pathway runs across a former gateway building into the asylum property, generally following the alignment of the prior ITS and SUP enabling works, and then crosses several former fences and pathways before the SUP pathway splits and exits the asylum footprint in the northeast.

Little has changed by 1903 (Figure 25), although the buildings have been labelled. The proposed main SUP pathway appears to go through the gate lodge (Head Warden's Quarters) at the gateway into the property. A 9-inch water main is noted crossing through the property along a slightly curved north/south alignment, the main SUP pathway crossing it in the central section of the asylum.

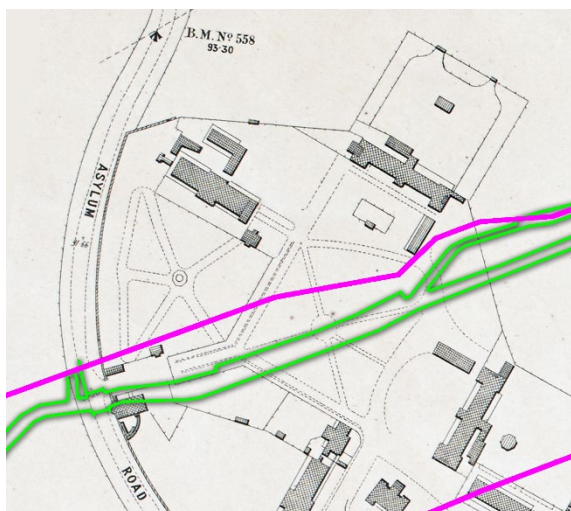


Figure 24: 1897 MMBW plan of Yarra Bend Lunatic Asylum, with the project area boundary in pink and SUP works pathway in green (MMBW 1897b) showing intersection with the gate lodge building (Head Warden's Quarters)

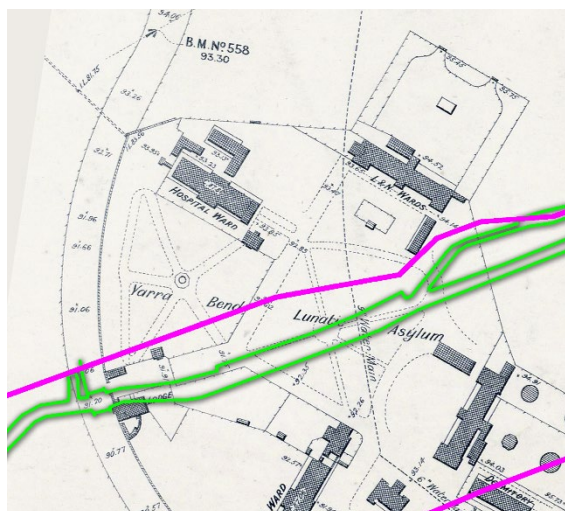


Figure 25: 1903 MMBW plan of Yarra Bend Lunatic Asylum, with the project area boundary in pink and SUP works pathway in green (MMBW 1903) showing intersection with the gate lodge (Head Warden's Quarters)

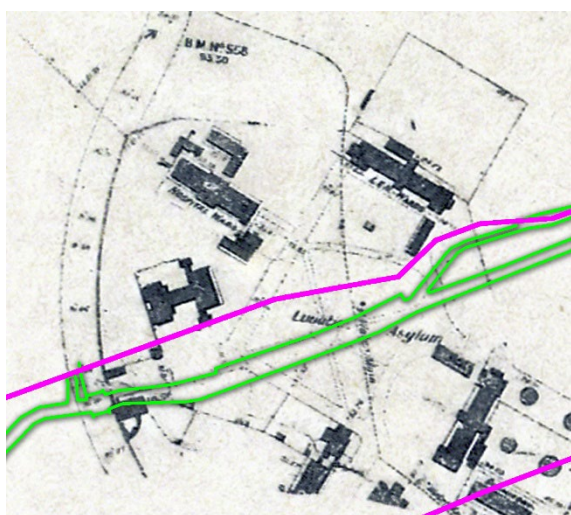


Figure 26: c.1933-1950 MMBW plan of Fairhaven Venereal Diseases Clinic, with the project area boundary in pink and SUP works pathway in green (MMBW c.1933-1950) showing intersection with the gate lodge building

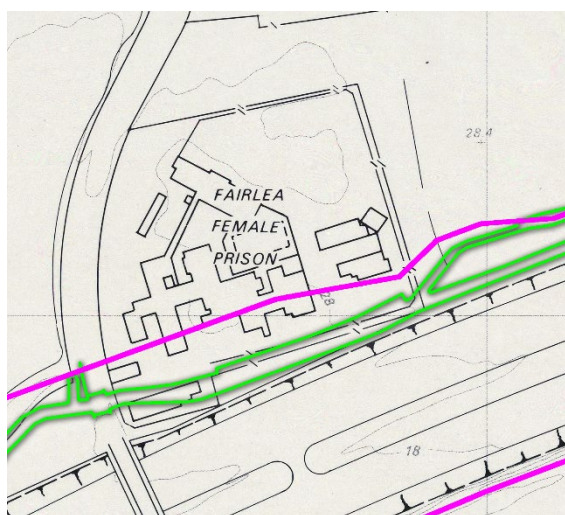


Figure 27: 1981 MMBW plan of Fairlea Women's Prison, with the project area boundary in pink and SUP works pathway in green (MMBW 1981) showing intersection with a later building near Yarra Bend Road

By the 1930s-1950s (Figure 26), the pathed area north of the gateway contained a newer building, and a small building in the northwest had been removed, but little else appears to have changed. No changes appear to have been along the proposed SUP pathway.

However, by 1981 the MMBW plans (Figure 27) show the location of both the Eastern Freeway and Fairlea Women's Prison. The Fairlea Women's Prison has been walled off, and the only building that appears to be in its original location is the main hospital ward, and a small gateway building north of the former gate lodge. The original gate lodge is no longer present, and neither are the other earlier buildings other than the main ward. The Eastern Freeway then covered a large portion of former buildings south of the SUP pathway.

3.1.3.2. Historical aerial imagery

Historical aerial imagery dating from 1931 to 2001 shows the progression of changes to Fairhaven Venereal Disease Clinic and Fairlea Women's Prison over this time period. Yarra Bend Road can be seen running past the complex, with trees lining the road predominantly on the west side of the road. A scattering of trees is situated to the south of the complex, but no formal plantings appear to have been planted matching Linaker's 1930 National Park design.

In 1931, imagery shows that the clinic complex was roughly rectangular in shape, defined by walls, except where it curved adjacent to the roadway in the west and in the northeast. Trees appear to have been deliberately planted along the west side of the roadway opposite the clinic complex. The main building complex was in the southwest, near a separate area attached to the southwest where the entry was situated adjacent to the roadway. A large secondary building in the northeast. Several trees are spread across the complex, including at the entry, covering the two entry buildings, although the western end of the lodge is just visible (Figure 28).

By 1945, little appears to have changed in the southwest section of the complex, but the second building is no longer extant. The walls of the complex were realigned westwards after the removal of the secondary building. The lodge is still present in the southwest, but the trees along Yarra Bend Road are fewer in number and smaller than in 1931 (Figure 29).



Figure 28: 1931 aerial imagery of Fairhaven Venereal Diseases Clinic, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with the gate lodge building and running adjacent to a tree planting opposite the lodge building



Figure 29: 1945 aerial imagery of Fairhaven Venereal Diseases Clinic, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with the gate lodge building and with a single, younger tree opposite the gateway to the clinic

By 1951, little change is evident within the complex, although the gate lodge building is not clearly visible due to the low resolution of the imagery. Pathways can be seen criss-crossing the area to the south of the complex. The smaller trees, one of which is on the edge of the main SUP pathway on the west side of the roadway, are shown to be maturing (Figure 30).

By 1960, the main complex appears to remain predominantly the same, although several new buildings can be seen within the entry area in the southwest. The walls have been squared off in the northeast, and vegetable gardens established. Both gateway buildings, including the lodge, and the tree are clearly present in the southwest (Figure 31).



Figure 30: 1951 aerial imagery of Fairhaven Venereal Diseases Clinic, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with the gate lodge building and with a single, younger tree opposite the gateway to the clinic



Figure 31: 1960 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with the gate lodge building and with a single, younger tree opposite the gateway to the clinic

By 1974, work on the Eastern Freeway had begun, cutting through the original entry area to the complex. The buildings within this area, which includes the lodge, are not clearly visible and may have been removed during freeway works. Two additional buildings are east of the main building complex. The tree opposite the gateway is still present (Figure 32).

By 1984, the prison walls had been reestablished around a truncated entry area in the southwest. The main building complex was demolished, apart from a single building near the northern wall, and a series of buildings along with a small track or yard established around the property. A new, larger building is present where the lodge used to be. The tree opposite the gateway is still present (Figure 33).



Figure 32: 1974 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with the gate lodge building area and with a single tree opposite the prison gateway



Figure 33: 1984 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with a later building near the gateway and with a single tree opposite the prison gateway

By 1991, the one remaining historical building had been removed, replaced by additional buildings surrounding the track, except for a small open space west of the track. The southern wall was also realigned to encompass the entry area. Neither of the original gateway buildings are present. Many of the trees within the property have also been removed, but the tree opposite the gateway is still present, although two younger trees are adjacent to it in the west along the main SUP pathway (Figure 34).

By 2001, all but one of the buildings had been removed (this building is still extant today), and all of the walls had been removed. An area of young vegetation growth is present along the Eastern Freeway, where much of the southern wall used to be. To its west is an area which likely comprised former concrete building footings. Several trees which were formerly within the complex were left in place, and the tree opposite the gateway is still present, along with the two younger trees adjacent to it in the west, along the main SUP pathway (Figure 35).



Figure 34: 1991 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing intersection with two later buildings near the gateway and southern wall, and several trees (including the previously identified single tree) opposite the prison gateway

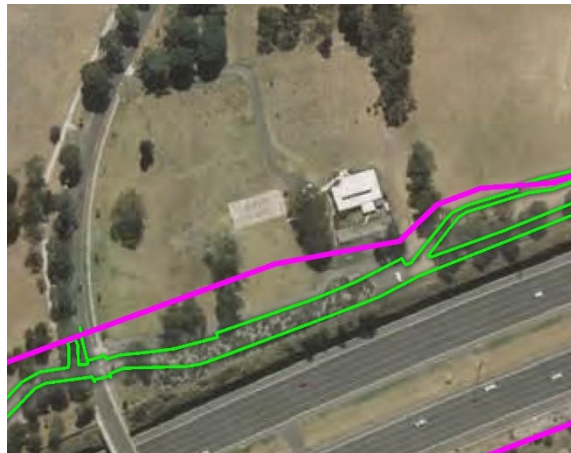


Figure 35: 2001 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green (BlueSphere Environmental 2022, Appendix A) showing the removal of the prison complex and associated walls, with the main SUP pathway intersecting several trees (including the previously identified single tree) opposite the gateway area

3.1.3.3. Previous archaeological investigations

3.1.3.3.1. Fairlea Sporting Grounds Re-Development: Yarra Bend, Fairfield CHMP 15838

Previous subsurface archaeological excavation has been undertaken within proximity to the SUP works, as part of CHMP 15838, *Fairlea Sporting Grounds Re-Development: Yarra Bend, Fairfield* (Dugay and East 2019). The project included the construction and upgrade of two sporting ovals, the construction of eight netball courts, access roads and carparking, the installation of reticulated services, storm water drainage and associated services, and associated landscaping. Excavations proceeded under Consent Number C1307.

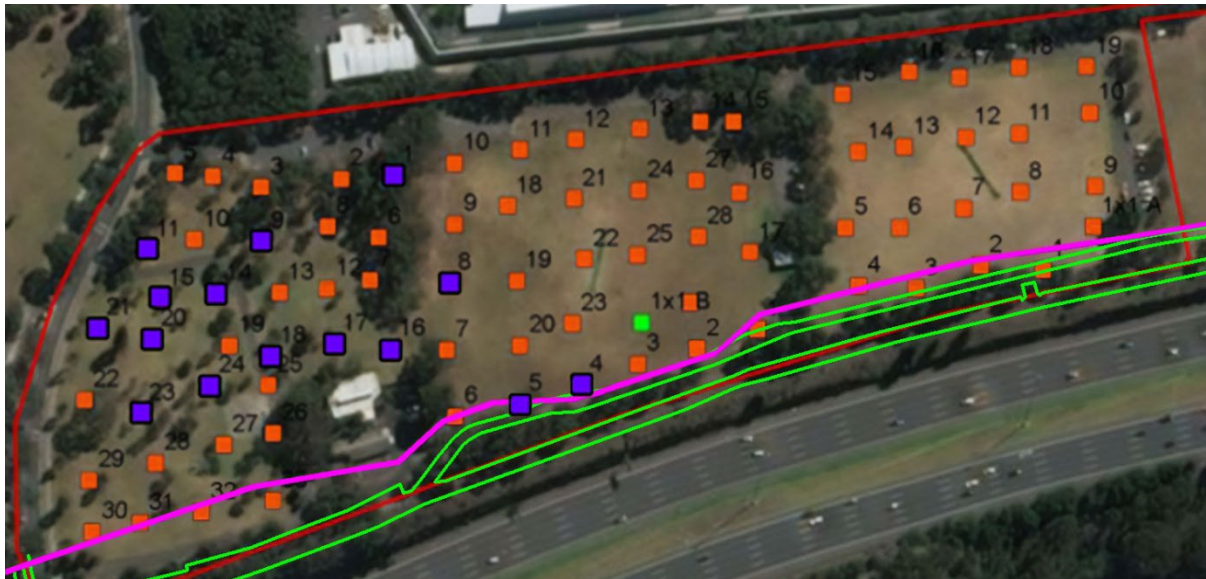


Figure 36: Locations of test pits (77 STPs and two 1 m x 1 m TPs) from CHMP 15838 within and in close proximity to the project area (pink outline) and SUP works (green outline), with the test pits where historical rubble and foundations were found in purple, those with no Aboriginal or historical artefacts in orange, and the one with Aboriginal cultural heritage in green (after Dugay and East 2019)

This CHMP included the excavation of two 1 m x 1 m test pits (TPs) and 77 0.5 m x 0.5 m shovel test pits (STPs). Of these, 14 STPs near the southern edge of the activity area (Figure 36) took place within proximity to the project area along the north side of the tree line adjacent the Eastern Freeway. These comprised the following:

- Four STPs within the former Fairlea Women's Prison (Fairlea Reserve STPs 30-33) (Fairlea Reserve Netball Precinct), none of which are intersected by the SUP pathway
- Six STPs within Fairlea West Oval (Western Oval STPs 1-6), three of which are intersected by the SUP pathway (Western Oval STPs 4 and 5, where historical rubble/foundation material were identified, and Western Oval STP 1), and the remainder are immediately adjacent to the SUP pathway (Western Oval STPs 2, 3 and 6)
- Four STPs within Fairlea East Oval (Eastern Oval STPs 1-4) currently used as an extensive laydown area, three of which are intersected by the SUP pathway (Eastern Oval STPs 1-3).

No in situ soil deposits were encountered across the entirety of the CHMP 15838 activity area. Extensive disturbance was noted across the activity area, and no natural soil contexts were recorded.

The STPs within both the Fairlea East and Fairlea West Ovals contained a similar subsurface soil profile to each other. The subsurface stratigraphy comprised grass and roots to a depth of 20 mm, overlying a very dark brown and spongy silty turf to a depth of 180-200 mm, which was on a layer of very thick and damp grey-brown clay to a depth of 200-240 mm. Historical rubble and foundations were found within Western Oval STPs 4, 5 and 8 (marked as purple in Figure 36). No historical remains were found within any of the Eastern Oval STPs.

The STPs within the former Fairlea Women's Prison identified grass and roots to a depth of 150 mm with loose brown silty soil and some clay mixed throughout, overlying very thick,

grey-brown clay with some orange mottling to a depth of 270-450 mm. Historical rubble and foundations were found within Fairlea Reserve STPs 1, 9, 11, 14, 15, 16, 17, 18, 20, 21, 23 and 24 (marked as purple squares in Figure 36).

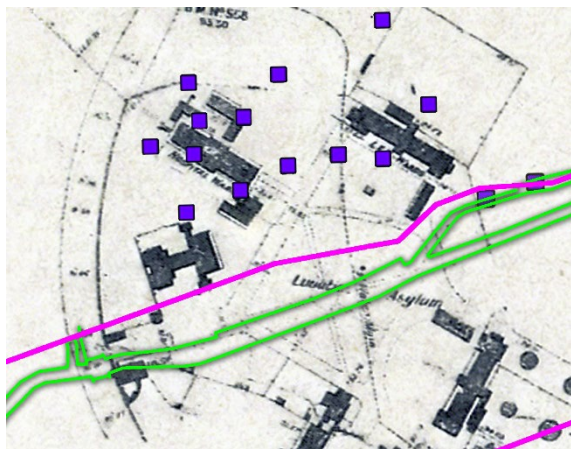


Figure 37: c.1933-1950 MMBW plan of Fairhaven Venereal Diseases Clinic, with the project area in pink and SUP works pathway in green, and STPs with historical rubble in purple (MMBW c.1933–1950)



Figure 38: 1981 MMBW plan of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green, and STPs with historical rubble/foundations in purple (MMBW 1981)

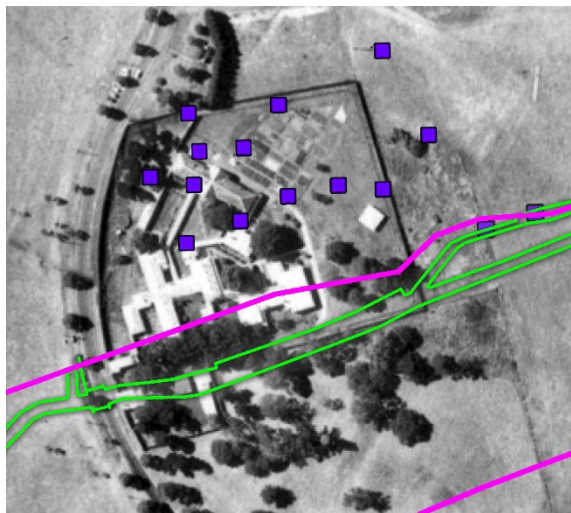


Figure 39: 1960 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green, and the STPs with historical rubble/foundations BlueSphere Environmental 2022, Appendix A)

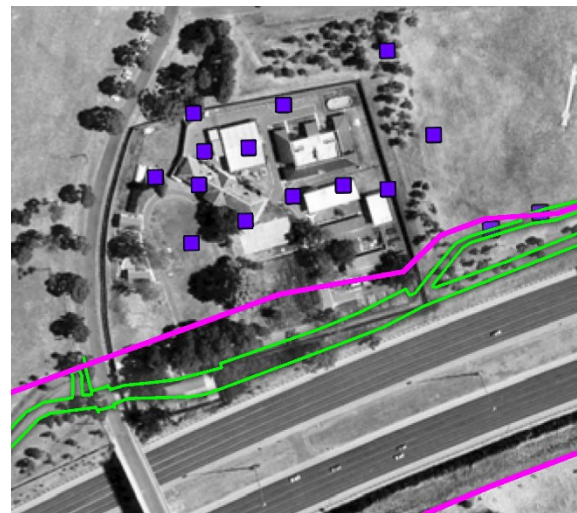


Figure 40: 1984 aerial imagery of Fairlea Women's Prison, with the project area in pink and SUP works pathway in green, and the STPs with historical rubble/foundations (BlueSphere Environmental 2022, Appendix A)

The historical rubble and foundations identified in these STPs were noted as being associated with the former Fairlea Women's Prison (Dugay and East 2019). The STPs with historical finds generally align with the former hospital ward and associated buildings and the L & N wards in the northern part of the asylum complex (Figure 37), the main prison complex buildings (Figure 38, Figure 39), and the buildings which were constructed after the 1982 fire (Figure 40). In the area of the gateway entrance of the Former Fairlea Women's Prison, no historical remnants were identified during CHMP 15838.

Historical rubble and foundations were identified in four STPs situated northeast and east of the footprint of the asylum complex, in areas where no buildings appear to have been present. This includes the two STPs which are intersected by, and immediately adjacent to,

the SUP pedestrian pathway, Western Oval STPs 4 and 5, to the east of the former prison footprint. These finds are most likely rubble related to the demolition of the numerous buildings within the former asylum complex, including the former pipeline which ran through the complex.

STPs did not identify any rubble or foundations at the former location of the building evident in aerial imagery between c.1933-1950, or from the prison complex evident in the 1981 plans or 1960 aerial imagery. There were no historical finds within proximity to the proposed SUP pathway in Western Oval STPs 1, 2, 3 or 6, or Eastern Oval 1, 2, 3 or 4.

3.1.3.3.2. North East Link Project – Road Construction CHMP 15576

North East Link Project – Road Construction (Andrew Long and Associates 2024) CHMP 15576 was undertaken for the North East Link project before it was subdivided into the current sections, with part of the activity area overlapping with Yarra Bend Park and the current project area. Excavations proceeded under Consent Number C1315.

Three testing areas for CHMP 15576 were within Yarra Bend Park but none of these tested the former asylum and prison complex. These three areas intersect with the SUP pathway:

- TA 6 (Yarra Bend Park) is approximately 200 m to the west of the former location of Fairlea Women's Prison
- TA 7 (Yarra Crossing) is approximately 450 m east of the former location of the prison
- TA 19 (Main Yarra Trail) intersects with the west side of the former prison.

Within **TA 6 (Yarra Bend Park)**, several STPs were excavated within the west end of the project area in the VHR boundary. The SUP pathway intersects with test pits A3 to A5, A17 and A14, and run adjacent to A1, A2, A10, A11 and A15. The stratigraphy of these STPs generally comprised shallow humic topsoil overlying a firm to compacted clayey silt with increased gravels (ironstone, siltstone), degraded basalt, clay and compactness with depth, overlying basal clay. This area had been subject to previous disturbance, including the modification and channelisation of Merri Creek. STPs that exceeded 300 mm contained fill and modern disturbances directly overlying a compact clay. TA 6 (Yarra Bend Park) had also been disturbed by the construction of the Eastern Freeway.

The stratigraphy of **TA 7 (Yarra Crossing)** was found to have been subject to varying levels of previous disturbance, particularly adjacent to the areas next to the Eastern Freeway. The SUP bridge alignment intersects with test pits A1 to A4, on the west side of the Yarra River. Variable levels of disturbance adjacent to the Yarra River also suggested that the river had been modified and channelised, with a modified embankment consisting of imported material situated along the Yarra River. A heavily compacted silty clay fill was encountered at shallow depths, at around 160 to 250 mm in depth. It was considered likely that the area had been modified during the construction of the Eastern Freeway, with imported fill utilised to create a stable embankment along the Yarra River.

Within **TA 19 (Main Yarra Trail)**, the SUP pathway intersect with, or are immediately adjacent to, all of the test pits A1 to A23. Two of the 23 STPs excavated (A23 and A22) are within the former asylum footprint (Figure 41).



Figure 41: Approximate location of the TA 19 (Main Yarra Trail) STPs marked in cyan, overlying the 1897 MMBW plans, with the SUP works in green (pathways) and blue (bridge) overlying the plan (MMBW 1897b)

A23, which is situated at the location of the end of a former pathway, was excavated to a depth of 180 mm, adjacent to a drain. The stratigraphy comprised a disturbed topsoil layer of very dark greyish brown friable humic silt with grass and roots to 160 mm, with industrial bluestone screening present, overlying dark grey, firm silty clay base to 180 mm.

A22, which was situated on a flat, modified land surface at the location of a former fence line of the asylum, was excavated to a depth of 200 mm. Its stratigraphy comprised brown, friable clayey silt top layer to 180 mm, overlying very dark grey, firm silty clay base layer which was noted as being devoid of modern materials.

The stratigraphic profile of the STPs in TA19 generally comprised a shallow humic topsoil overlying a firm to compacted clayey silt with increased gravels (ironstone, siltstone), degraded basalt, clay and compactness with depth, overlying basal clay. The majority of the STPs had been subject to varying levels of disturbance, including the removal of upper topsoil.

No historical artefacts or features were noted as part of CHMP 15576 (Andrew Long and Associates 2024).

3.1.3.3. Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment

Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment (Andrew Long and Associates 2025) was undertaken for the North East Link project, for the proposed construction of the SUP and bridge across the Yarra River within the boundaries of Yarra Bend Park (VHR H2398) and partly within the Yarra Bend Northcote 1 (VHI H7922-0142) archaeological site. The study area (Figure 42), also known in the report as the 'impact zone', for the assessment covers the majority of the current proposed SUP works.

This report combined the results of a desktop assessment and results of previous investigations undertaken during the preparation of approved CHMP 15576 to assess subsurface archaeological potential within the proposed works area.

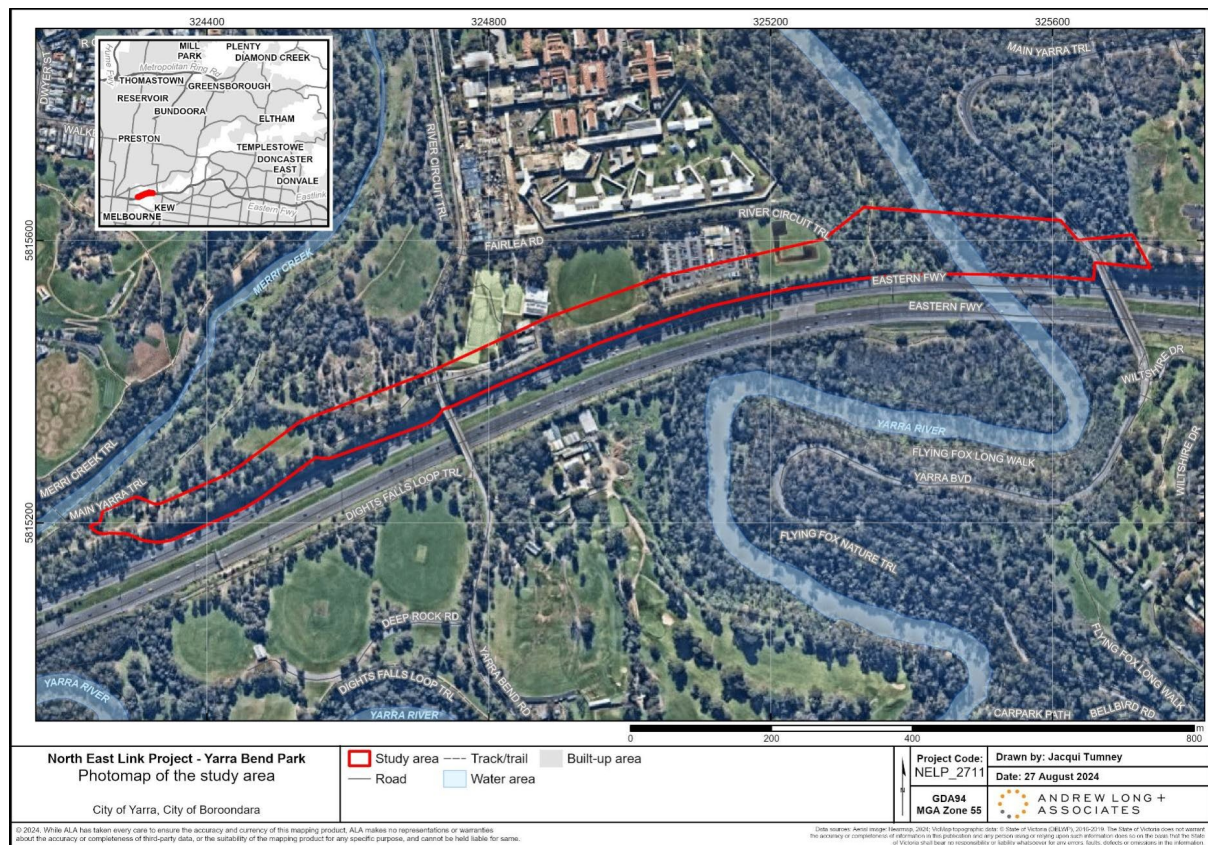


Figure 42: The study area (also called the 'impact zone') of the Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment (Andrew Long and Associates 2025)

In relation to the former location of the asylum complex, the assessment showed that the study area had undergone intensive development, commencing with the construction and ongoing use of the Yarra Bend Asylum. Subsequent modifications including the adaptation of the asylum for use as the Fairhaven Venereal Disease Clinic, and then the Fairlea Women's Prison. This would have resulted in substantial impacts to potential archaeological remains of the original asylum. The demolition of the Fairlea Women's Prison in the late 20th century, and the more recent construction of the Fairlea Reserve Netball Courts, would also have further negatively impacted the archaeological potential of this section of their impact zone.

The construction of the Eastern Freeway comprised substantial landscape modifications, which resulted in the substantial modification of the land surface adjacent to the freeway. This included excavation of a deep cutting to accommodate the freeway, and extensive impacts along the top of the Eastern Freeway cutting through Yarra Bend Park. Following construction of the freeway, the use of the adjacent land for sports and recreational uses appears to have intensified with construction of sports and recreational features such as the anglers casting pool.

The following archaeological potential was provided for the study area, which also applies to the proposed SUP works area:

'The Yarra Bend Park has been reserved for recreational and institutional use for over 180 years. As noted elsewhere, while the occupation of discrete sections of the park has been intensive the occupation of the impact zone [see Figure 42] has been quite limited by comparison. An examination of historical plans and aerial imagery indicates that the occupation of the impact zone [study area] can best be characterised by

relatively passive recreational uses with no indication of historical uses resulting in the construction of buildings or other similar features. The primary historical features present within the impact zone consist of playing fields. While creation of these playing fields will have constituted a level of landscape modification, use of these is highly unlikely to have resulted in the development of significant archaeological deposits. Coupled with this low potential the apparently extensive disturbance associated with construction of the Eastern Freeway adjacent to the impact zone [study area] has further reduced the potential for significant archaeological remains to be present.

The results of archaeological investigations undertaken during the preparation of CHMP 15576 for the North East Link Project have confirmed this very low archaeological potential and high levels of disturbance and landscape modification' (Andrew Long and Associates 2025, p. 31).

The assessment concluded that archaeological evidence relating to 19th and 20th century historical activities in the study area would likely be highly limited and disturbed, with the exception of particular, localised uses. This is due to the apparent absence of any intensive use of the study area, and the subsequent disturbances associated with construction of the Eastern Freeway and other recent activities. The potential impact to significant archaeological values within the study area was therefore considered to be very low. However, the Alliance Archaeology (Section 3.1.3.3.4) was not available at the time of the Andrew Long and Associates (2025) report. The Alliance Archaeology background research has indicated the presence of the former asylum footprint as being within the enabling works area, including the footprint of the former lodge building, and thus there is higher archaeological potential in this area than noted in the Andrew Long and Associates report.

A full copy of this assessment is included in Appendix A.

3.1.3.3.4. Yarra Bend Park VHR H2398: Historical archaeological excavation report

The *Yarra Bend Park VHR H2398: Historical archaeological excavation report* (Alliance Archaeology Pty Ltd 2025a; 2025b; 2025c) was prepared in 2025 by Alliance Archaeology during the development of the Fairlea Reserve Netball Courts. It describes the results of a program of archaeological fieldwork and associated historical research prepared in relation to the Yarra Bend Park archaeological site. The Alliance Archaeology study area encompassed lot 113J\PP2796. Southern portions of this allotment are intersected by the main SUP pathway between Yarra Bend Road in the west and the split in the SUP pathway in the east. Construction for the project began in 2021. This is confirmed by December 2021 Google Street View imagery (Google 2026).

The study area consisted of open parkland containing the Parks Victoria office and carpark, with a small half-basketball court adjacent to the Parks Victoria buildings. A small amount of historical debris (brick, ceramic, bluestone) was noted on the ground surface on the eastern side of the road (inside the study area) during a brief site visit undertaken in March 2018.

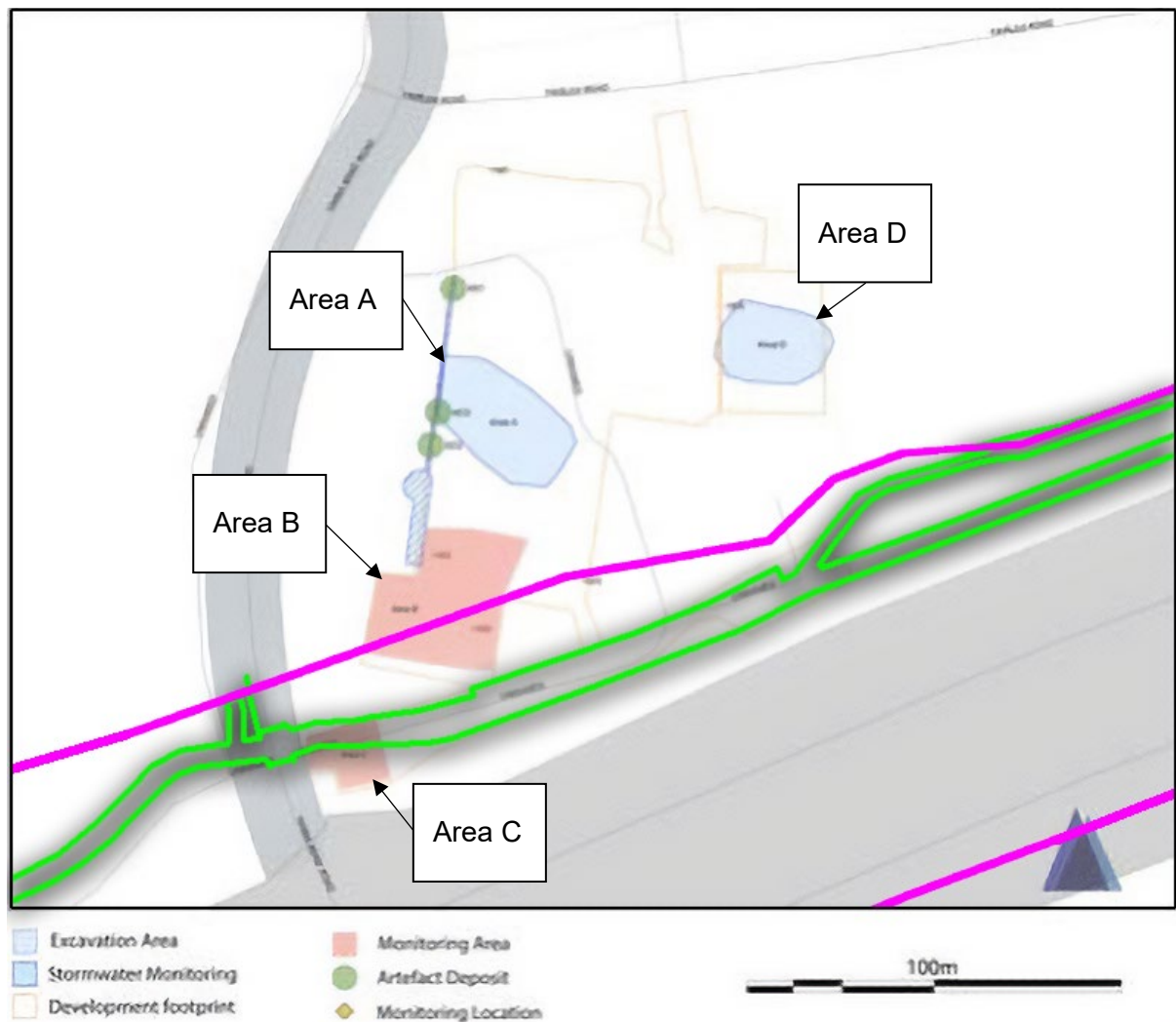


Figure 43: Locations of excavation areas marked in blue (Areas A and D), stormwater monitoring in blue hashing, monitoring areas marked in red (Areas B and C), with artefact deposits marked in green, and the project area in pink and SUP works pathway in green (Alliance Archaeology Pty Ltd 2025c, p. 3); Area C intersects with the SUP pathway in the vicinity of the former lodge building

The construction project consisted of the creation of a sporting facility consisting of eight netball courts and a shared use pavilion. This included impacts such as the removal of several trees, ground levelling, the installation of lighting and associated utilities and underground services, as well as the construction of the pavilion on piers.

The assessment identified the main former building locations as being at risk from the project works:

- A stone and brick hospital and infirmary (1860s), marked as Area A on Figure 43
- A timber/weatherboard early twentieth century infirmary (1906), marked Area B on Figure 43
- A stone and brick asylum gate and associated structures (1860s), including the gate lodge building, marked Area C on Figure 43
- Roughly half of the stone and brick L & N wards building (1860s), marked Area D on Figure 43.

The location of the former lodge building (Figure 44, Figure 45) is the only building known to have been constructed along the southern boundary of the study area. Alliance Archaeology Pty Ltd (2025a, p. 29) note that the uncoloured crescent of cottages in the 1860 Block Plan (see Figure 22) appear not to have been built, which likely applies to the uncoloured buildings noted along the SUP route in the 1860 Block Plan. The entrance gate and lodge building plans confirm that the former lodge is within proximity to the SUP pathway.

The location of the former lodge building and entrance gate was situated within an area that required monitoring, along with an area near one of the former asylum wards (Figure 43). This area was designated as Area C.

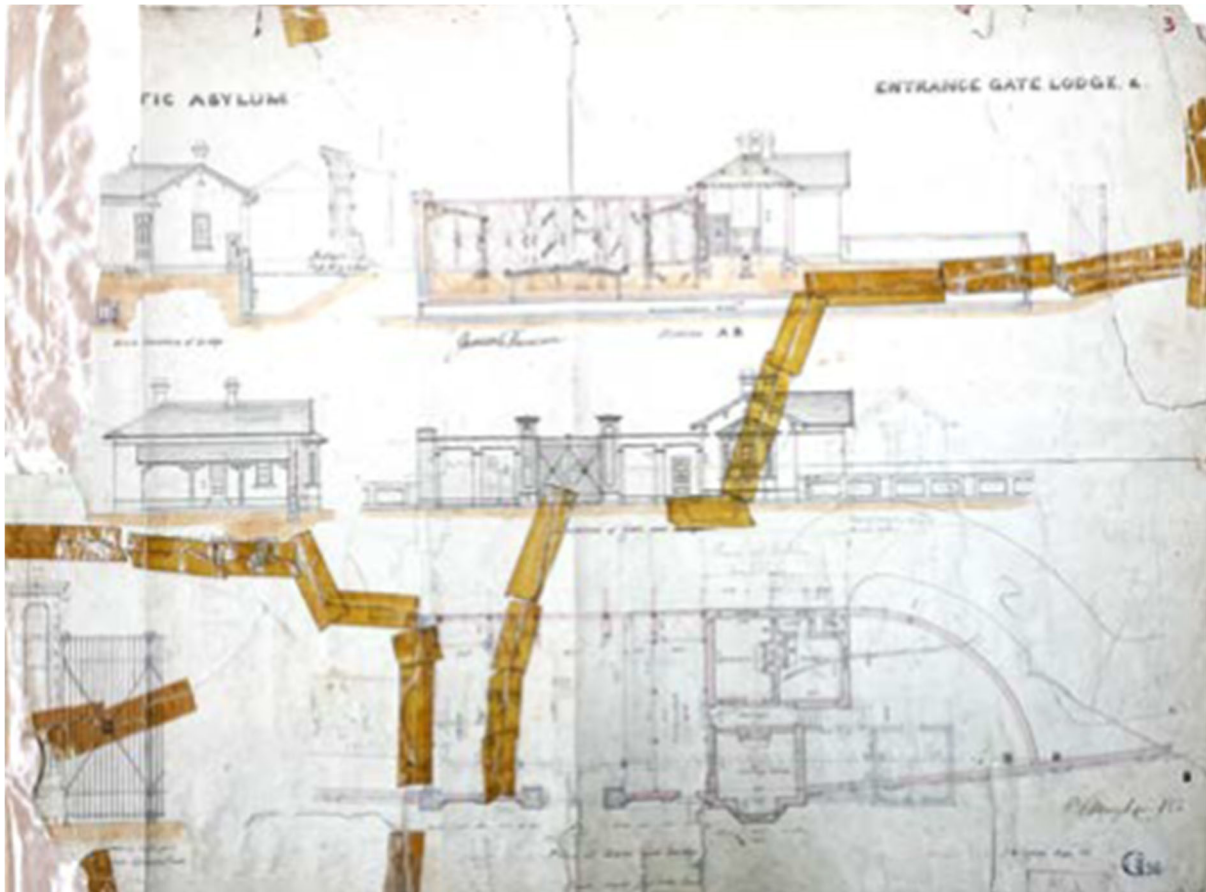


Figure 44: 1860 plan of former entrance gate and lodge building (Head Warden's Quarters) (VPRS 3686/P0017, MHY 1.4) (Alliance Archaeology Pty Ltd 2025a, p. 20)

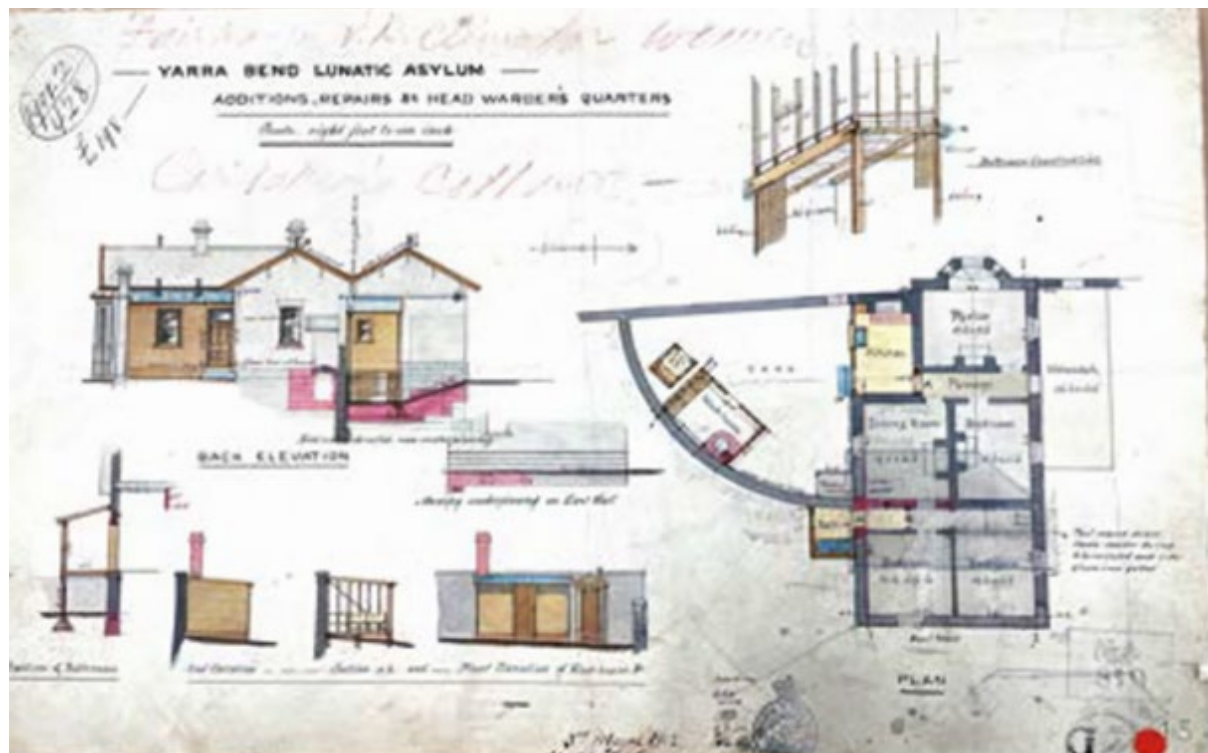


Figure 45: c.1902 building plan of former lodge building (Head Warden's Quarters) (VPRS 3686/P0017, unit 1226) (Alliance Archaeology Pty Ltd 2025a, p. 31)

During the monitoring of Area C, 42 artefacts were identified and labelled as context 3021. The artefacts included 21 fragments of window glass, suggesting that a building footprint was situated nearby. Domestic artefacts were also identified, suggesting the use of the area typical of a household, including tableware items, storage containers, medicinal and alcohol bottle fragments, and several smoking pipes, along with a doorhandle component. A fragment from a Chinese style vessel was present. These artefacts were not dated, and were given a low level of significance.

The 2021 archaeological excavations revealed the presence of extensive, largely intact structural remains associated with the Yarra Bend Lunatic Asylum. This is due to the way that the asylum buildings were demolished in 1927 by Whelan the Wrecker. The company was told that they must remove all debris and leave the grounds clean and tidy and levelled off to the surrounding ground level. This means that footings, along with any other features beneath the existing ground level, were not removed during demolition. The debris from the site was to be deposited in a pit inside the wall forming one boundary of the Male Division, and other similar locations, and the cellars and underground tanks of the administration buildings that were to be demolished must be filled with suitable debris. As such, significant archaeological deposits were expected to be identified across the site.

Substantial footings of the former hospital building were uncovered in Area A, with relatively few artefacts across the entire area. Similarly, the footings of the L & N wards building were identified in Area D, where the majority of artefacts were identified within post-demolition deposits, along with some from sealed deposits in drains and pipes. There was significant damage to sections of these remains, mostly caused by the use of the site as a clinic, and the later redevelopment of the site as a prison. However, as structural features and artefacts associated with the asylum were potentially present across the study area, monitoring was expanded to take in all locations where turf and soil was going to be stripped.

During the turf stripping and levelling of Area C, no visible structural remains were identified during monitoring. Due to the artefact assemblage, this was not an expected result. The report concluded that this may be that the turf stripping did not reach a sufficient depth for its remains to be identified, or that the stripped area and the building footprint did not intersect. No archaeological excavation was undertaken at this location.

At the locations of former buildings, it was considered likely that there will be largely intact, extensive structural archaeological remains and deposits across the park where no extensive modern infrastructure is situated. This is particularly the case within the Yarra Bend Asylum grounds, where structural remains and deposits may be in a better state of preservation than those uncovered during the 2025 archaeological excavations. Such remains will primarily be found in areas where no post-asylum infrastructure has been constructed.

This, therefore, applies to the current project at the location of former buildings. While the remains of the former lodge building were not identified during the 2025 archaeological monitoring of the turf stripping of Area C, the present of architectural and domestic artefacts suggest that it is possible that structural remains associated with this building may be present in a subsurface context. Therefore, the location of the former lodge building is considered to be an area of archaeological potential.

3.1.3.4. 2026 unexpected finds

Two unexpected finds (unexpected find #1 and unexpected find #2) were encountered during the previous ITS works, within the footprint of the former asylum, clinic and women's prison:

3.1.3.4.1. Unexpected find #1

The first unexpected find was uncovered on 12 February 2026 during preliminary works for the project, after an unexpected active underground electricity cable was encountered. Emergency reparative works included excavation of a shallow trench to relocate the electrical cable outside of the newly installed fenceline delineating the ITS works area. During this trenching, an unexpected find of bricks with the potential to be historical heritage material was identified.

The unexpected find was located at the southwest corner of Fairlea Oval West, Yarra Bend Park, Fairfield, situated in the subsurface beneath a grassed area on the edge of the Oval, immediately outside to the north of the fenced project area (Figure 46). The location of the unexpected find in relation to the historical development and use of Yarra Bend Park appears to be near an external fence associated within the L & N Wards of the Yarra Bend Asylum (Figure 47). A substantial fence is also evident in an aerial image from 1931 (Figure 48).

The find consisted of brick fragments and a brick feature (two of which were identified with writing as NEW Northcote bricks, this company operated from the late-1880s to 1962) in an alignment across the electrical trench in an NNW-SSE orientation. The shape of the brick feature suggests a brick spoon drain, with angled bricks on each side of a flat course of bricks. Other artefacts included a light cream coloured stoneware fragment most likely from a stoneware ginger beer bottle, a white stoneware fragment with a fine lip and small moulded flower design on the exterior, a white stoneware fragment with line around edge, three fragments of slate (possibly writing slate), and a fragment of green bottle glass.

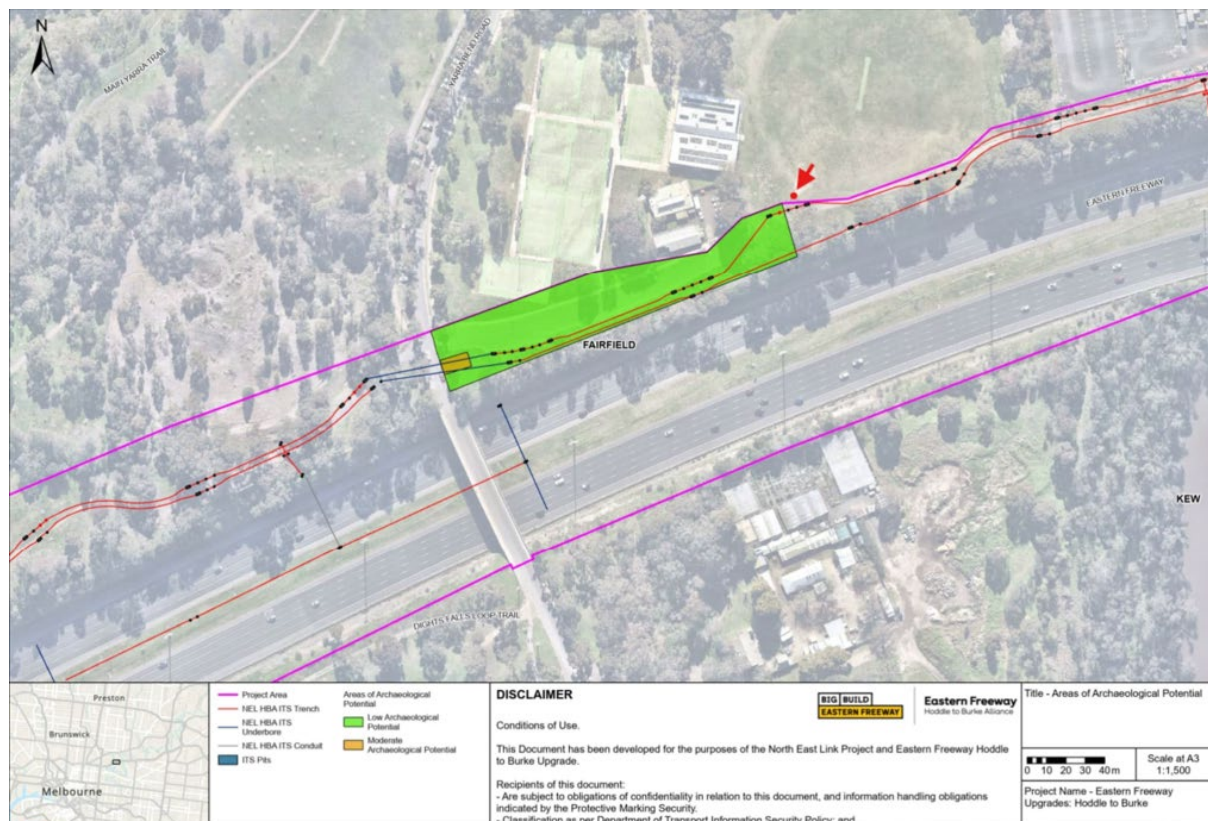


Figure 46: Location of unexpected find #1 indicated by the red dot and arrow

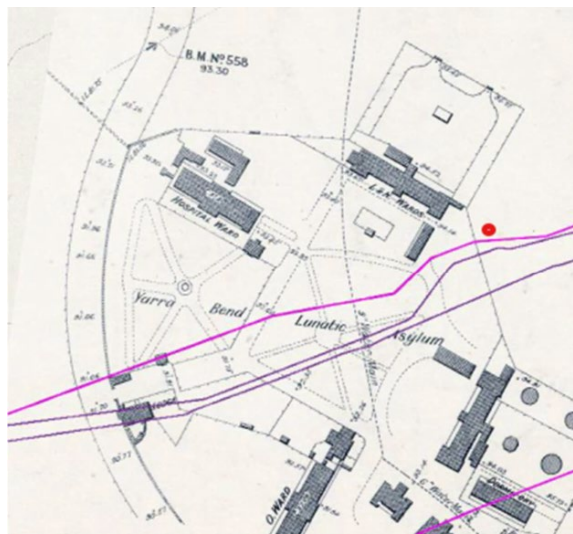


Figure 47: 1903 MMBW plan of Yarra Bend Asylum, with the project area in pink and the dual ITS alignments in purple, and the unexpected find #1 location in red



Figure 48: 1931 Aerial imagery of Fairhaven Venereal Diseases Clinic, with the project area in pink and the dual ITS alignments in purple, and the unexpected find #1 location in red

Alliance Archaeology Pty Ltd (2025a) in their report on the archaeological excavation at the adjacent Fairlea Netball Courts development, recorded a brick spoon drain in the course of that excavation. In Trench A for that project (at the New Male Infirmary in Area B), Feature C:4 was identified as a twentieth century open brick spoon drain, made using Northcote bricks. The report noted that 'this is typical of a feature identified in a yard and indicates the former ground surface level when it was in use' Alliance Archaeology Pty Ltd (2025a, p. 60), and was assessed as being of medium significance. This spoon drain was located at similar

depth of 260 mm to the current unexpected find which was located 300 mm below the ground surface. While the unexpected find appears to have a more steep, deep culvert at its centre than the C:4 spoon drain, it is substantially, and materially similar. On this basis, it is likely that the brick feature identified at Yarra Bend Park is also an open brick drain. Also, the unexpected find's proximity to the historical site boundary fenceline is consistent with the placement of drains in general to manage water entering or existing a building complex.

3.1.3.4.2. Unexpected find #2

The second unexpected find was identified on 18 February 2026 during excavation works of the pit to enable access for the underground boring machine. A bluestone block was encountered at approximately 200 mm below the ground surface. No damage was caused to the bluestone block.

The unexpected find was located at the southwest corner of Fairlea Reserve, Yarra Bend Park, Fairfield, just east of the area of moderate potential. The find was located in the subsurface beneath a grassed area immediately south of the new netball court carpark (Figure 49).

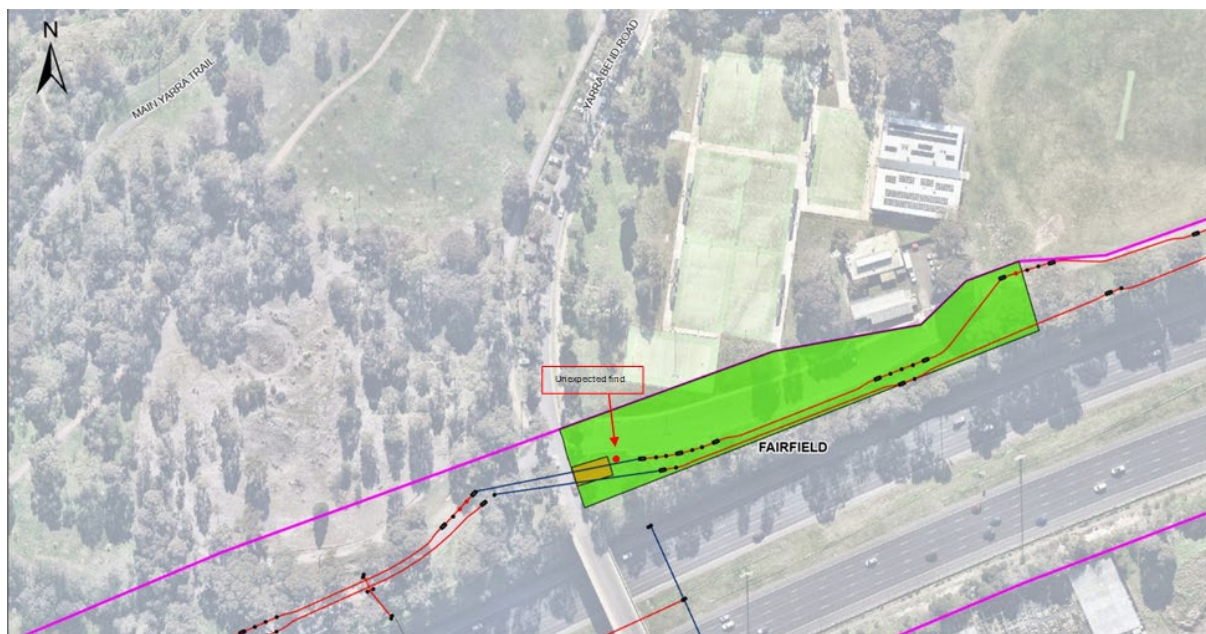


Figure 49: Location of unexpected find #2 indicated by the red dot and arrow

The find consisted of a row of roughly dressed bluestone blocks, of varying lengths, mortared together with a coarse sandy mortar. The blocks were oriented ENE-WSW and 1,650 mm of the bluestone was exposed by the initial excavation. Visible were two whole and one part bluestone blocks as a base row. A second row of bluestones on top of this base row had been removed by the excavation and were loose on the soil pile. The end of a bluestone block on top of the base row, was visible protruding from the easterly profile of the access pit. The top of the base row was 750 mm below ground surface. The top of the second row appears to be approximately 450 mm below the ground surface. Hand excavation and cleaning of the alignment of bluestone revealed varying lengths of the two completely revealed blocks (470 mm and 560 mm). The widths of the blocks were not completely revealed and were partly still within the access pit wall (280 mm, 240 mm and 280 mm showing). The mortar between the blocks varied between 30 mm and 70 mm in width. No artefacts were uncovered as part of this excavation.

The location of the unexpected find appears to be outside any known former buildings (Figure 50, Figure 51). Multiple fences were present in this area over different time periods. Based on the nature of the bluestone feature (being roughly dressed, and inconsistent shape, size and construction method) and its location being outside probable areas of former buildings, it is likely to be the remains of a former fence.

The bluestone feature was avoided by the works.

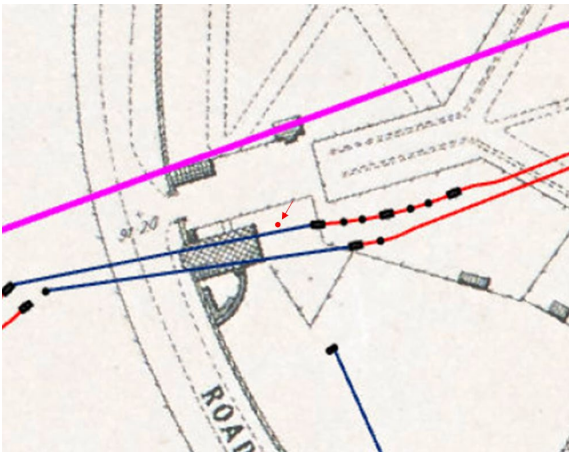


Figure 50: 1903 MMBW plan of Yarra Bend Asylum, with the project area in pink and the dual ITS alignments in purple, and the unexpected find #1 location in red

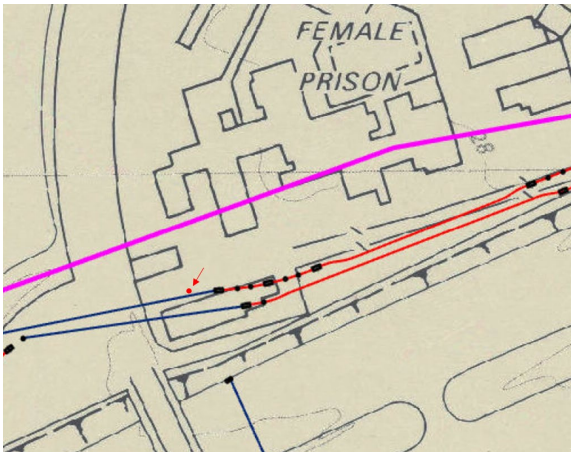


Figure 51: 1980 Plan of Fairlea Female Prison, with the project area in pink and the dual ITS alignments in purple, and the unexpected find #1 location in red

3.1.3.5. Conclusion

The part of Yarra Bend Park in which the main SUP pathway is proposed crosses through the former location of the Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic, and Fairlea Women's Prison complex. Historical plans, aerial imagery, and recent archaeological investigations suggest that much of the proposed pathway has been heavily disturbed by the demolition of the former infrastructure and the construction of the Eastern Freeway.

The historical MMBW plans and aerial imagery show that the proposed main SUP pathway is situated near the original entrance gate into the historical complex, crossing over the gate lodge building which was extant from at least 1897 until at least 1960. The gate lodge building had been replaced by 1981 and was likely removed due to the large-scale excavation works required to construct the freeway.

To the east of the original entrance, the proposed SUP pathway is primarily south of the location of the former exterior walls of the clinic and prison, with only a potential intersection with the former wall at the southeast corner. Substantial change occurred in this entrance area from the 1980s to the early 2000s. This has included construction of the freeway, revegetation of the area between the freeway and prison, realignment of the prison wall, construction and removal of an entry building, and the complete removal of the prison.

This disturbance is supported by the archaeological evidence from the two CHMPs conducted in the project area, as well as the previous historical archaeological assessment.

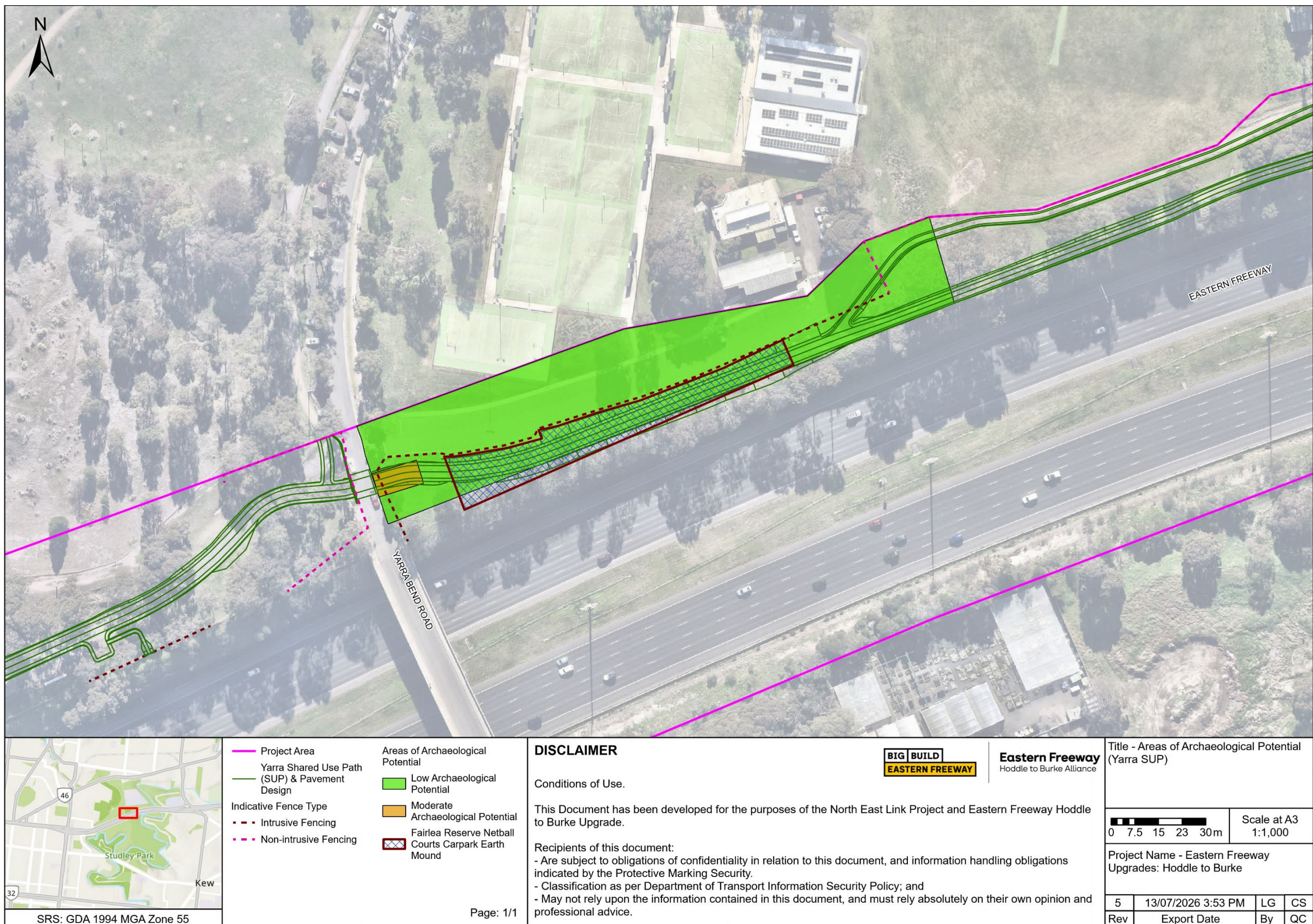
An examination of MMBW plans and historical aerial imagery indicates that the occupation of the main SUP pathway to the west of Yarra Bend Road comprised open land, with the former asylum complex immediately east of the roadway, with further open land to the east of the

former complex. By the 1970s, the Eastern Freeway had been excavated and constructed to the south of the SUP works, and playing fields were established to the east and west of the complex. The SUP pathway skirt around the south of the existing playing fields in the east, and crosses through the southern ends of the former playing fields in the west.

While the creation and use of the playing fields is unlikely to have had significant impact upon the archaeology of the area, the excavation associated with the construction of the Eastern Freeway has significantly impacted the archaeological remains of the former complex, with much of the former asylum complex being completely removed to the south of the former prison complex. Additionally, internal construction within the prison in the 1980s is likely to have impacted upon prior structures which were situated across the former clinic area. Coupled with the low potential for archaeology to be present along the SUP pathway east of Yarra Bend Road, the apparently extensive disturbance associated with construction of the Eastern Freeway adjacent to the SUP pathway has further reduced the potential for significant archaeological remains to be present. As such, the area of archaeological potential is low across the asylum footprint within the project area, and moderate potential at the site of the former gate lodge building and adjacent sunken 'ha ha' wall. The remainder of the project area is of nil archaeological potential.

The details of these areas with the potential for the presence of archaeological remains (Figure 52) are as follows:

- Area of moderate archaeological potential:
 - The location of the former entrance lodge (or former Head Warden's Quarters), the four former buildings depicted in the 1860 Block Plan, which was situated adjacent to Yarra Bend Road in the east, adjacent in the south to the former entry gateway. Structural features relating to the gate lodge building and attached wall may be identified at this location in a subsurface context, although these are unlikely to be in situ due to the significant ground disturbance known to have previously occurred in this area, including the construction of a building by 1981 over much of the former entrance lodge footprint.
- Areas of low archaeological potential:
 - The footprint of the former asylum complex outside of the gate lodge building, to the east of Yarra Bend Road between the project area in the north and the Eastern Freeway in the south. This has also been subject to significant ground disturbance, and is not known to have been the location of any former buildings within the project area.
 - Structural remains, such as the footings of the prison wall and former historical building, may be identified although they are unlikely to be in situ due to the significant ground disturbance known to have previously occurred in this area. They may be mixed in with demolition material from the prison buildings constructed from the 1960s onwards.
- Areas of nil archaeological potential:
 - The remainder of the project area outside the former asylum footprint, including Figure 53 at the location of the early SUP bridge works.



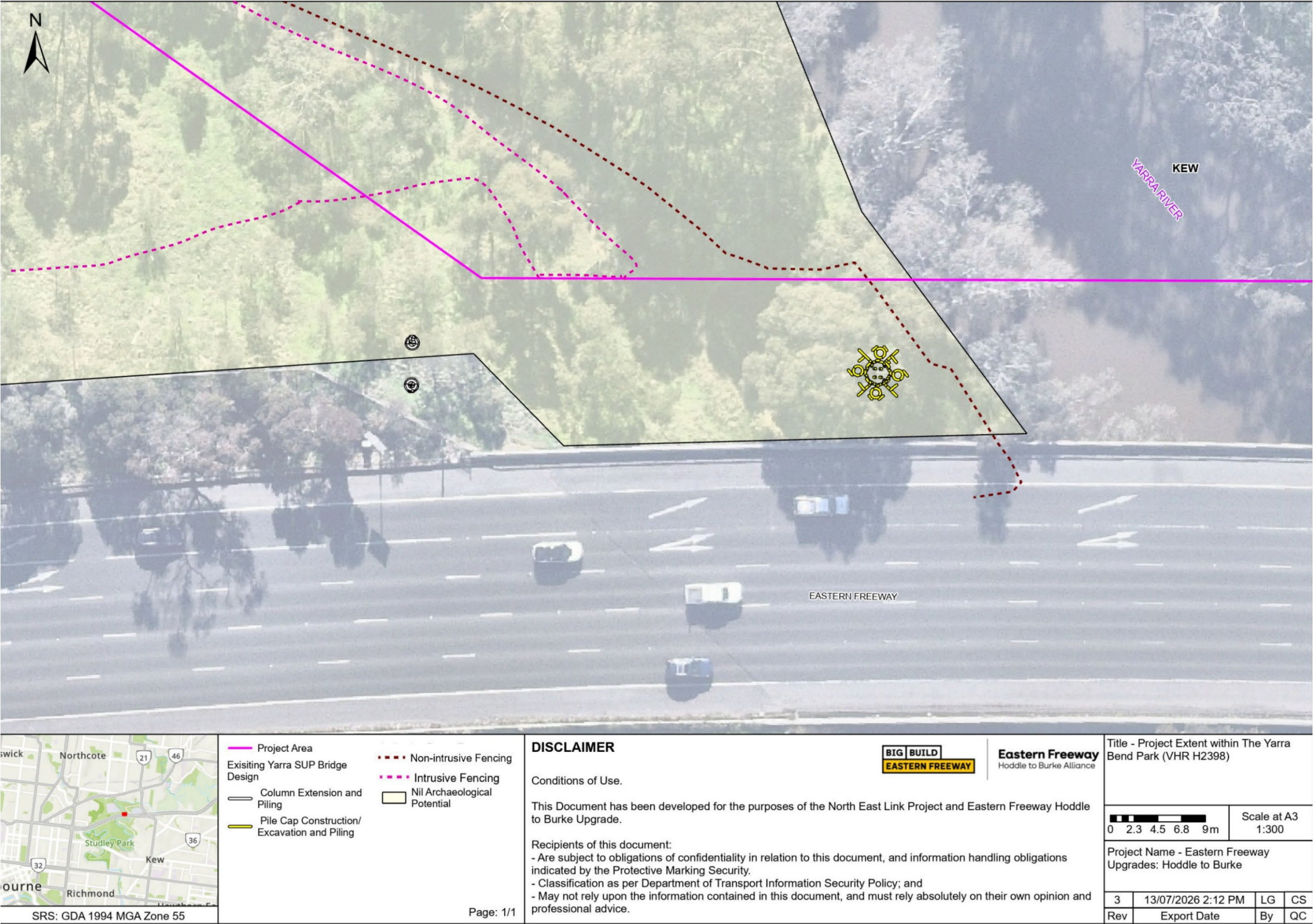


Figure 53: Areas of archaeological potential within the project area at Yarra Bend Park (VHR H2398), show the location of the proposed early SUP bridge works including construction fencing as detailed in Permit P42056, and the area of nil archaeological potential highlighted in yellow

3.1.4. Archaeological potential of the Drainage Outfall works area

An assessment of the archaeological potential of the Drainage Outfall works area is below.

3.1.4.1. MMBW and historical plans

Detailed MMBW plans date from 1897 to 1981 (Appendix C). These plans, along with historical maps from 1858 onwards, show changes over time within which the Drainage Outfall works is situated. While no plantings are noted, these plans show certain buildings, walls, pathways and roadways.

The earliest mapping, dated to 1858 (Figure 54), shows that the proposed Drainage Outfall works area originally comprised a tree-covered area on both sides of the former meander in the Yarra River. No structures or other features were noted in the map.

Little has changed by 1897 (Figure 55), with the proposed Drainage Outfall works area being situated over what was then a long meander in the Yarra River. Merri Creek can be seen to the northwest. No structures or other features were noted in the map.

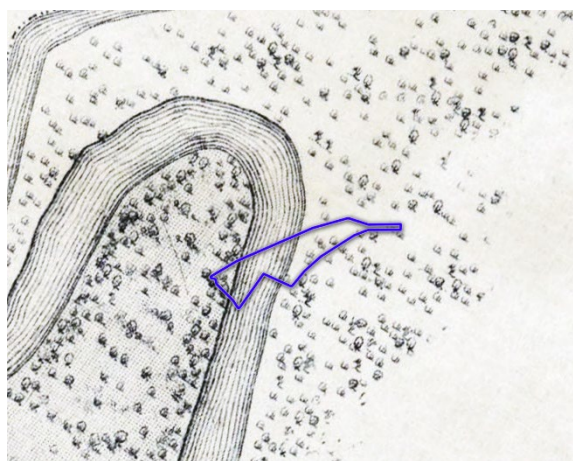


Figure 54: 1858 electoral map of the Electoral District of Collingwood, with the Drainage Outfall works area in blue (Department of Crown Lands and Survey c.1858), showing the adjacent meander in the Yarra River

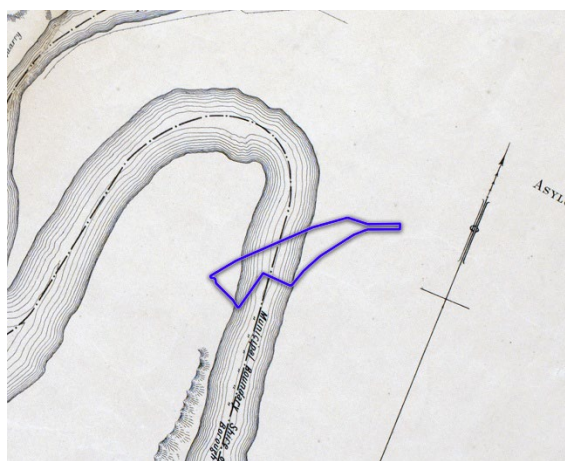


Figure 55: 1897 MMBW plan of Yarra Bend Park, with the Drainage Outfall works area in blue (MMBW 1897b), showing the original alignment of the meander in the Yarra River

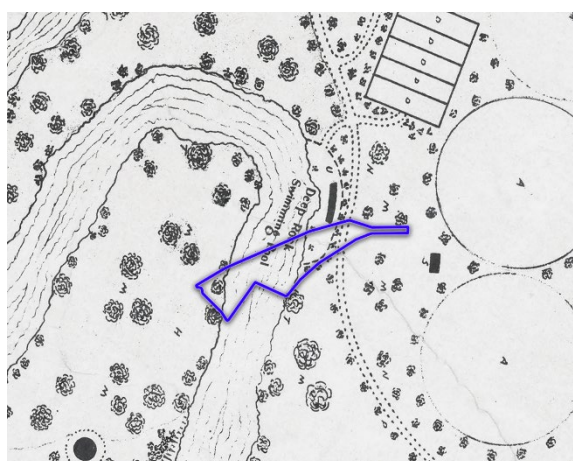


Figure 56: 1930 landscape plan for Yarra Bend Park, with the Drainage Outfall works area in blue (Linaker 1930) showing the location of Deep Rock Swimming Club

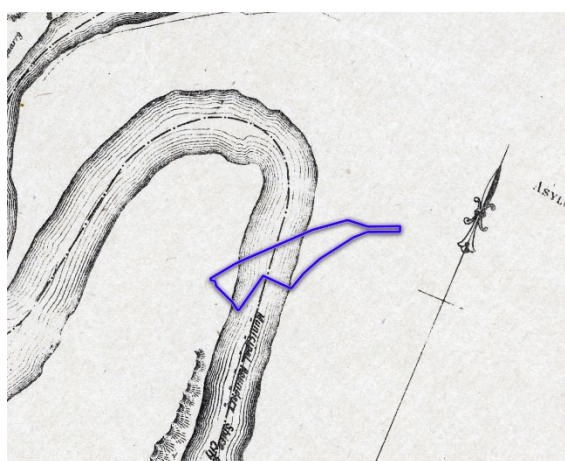


Figure 57: c.1933-1950 MMBW plan of Yarra Bend Park, with the Drainage Outfall works area in blue (MMBW c.1933-1950) showing the original meander in the Yarra River

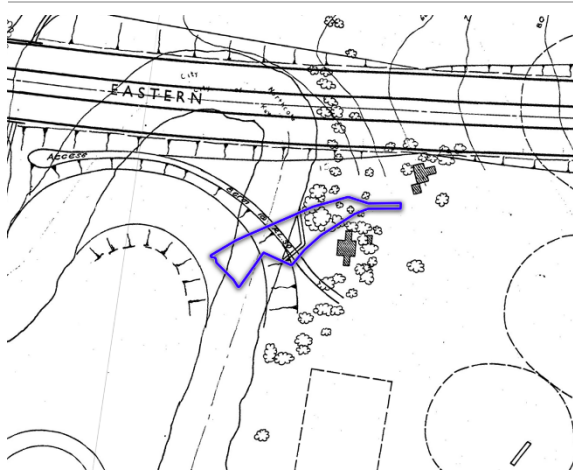


Figure 58: 1968 MMBW of Yarra Bend Park, with the Drainage Outfall works area in blue (MMBW 1968) showing the approximate location of Deep Rock Swimming Club and swimming terraces



Figure 59: 1981 MMBW plan of Yarra Bend Park, with the Drainage Outfall works area in blue (MMBW 1981) showing the truncated meander in the Yarra River and the new park layout

The 1930 plan for Yarra Bend Park (Figure 56) shows the approximate location of Deep Rock Swimming Club, which had been extant at the site since at least 1908. The clubhouse is shown adjacent to the Yarra River, adjacent to the project area in the north near the bend in the meander. It shows a concave area centred around a semicircular riverbank basin.

By the 1930s-1950s (Figure 57), there are no changes to the MMBW plan. However, the Deep Rock Swimming Pool. As such, the MMBW plan does not appear to have been updated to show the park layout at the time.

MMBW plans of the realignment of the Yarra River meander from 1966 (Figure 58) show the location of the Deep Rock Swimming Club, with the location of the bathing terraces in the riverbank. The terraces are shown to intersect with the project area.

By 1981 the MMBW plans (Figure 59) show the redesigned park, after the construction of the Eastern Freeway. This includes the truncation of the northern end of the meander in the Yarra River to allow for the Eastern Freeway batter slope, as well as the establishment of several ovals to the east of the proposed works area. The final design has the freeway further south, with a different access road and batter slopes, and more truncation of the Yarra River, than in the 1966 plan. The proposed Drainage Outfall works area is situated between the new Yarra River meander and the freeway.

The project area is situated in close proximity to former Deep Rock Swimming Club basin.

3.1.4.2. Historical aerial imagery

Historical aerial imagery dating from 1942 to 2025 shows the progression of changes to the area over this time period. A bend in the Yarra River can be seen at the west end of the Drainage Outfall area, with several trees dotting the area. No formal plantings appear to have been planted matching Linaker's 1930 National Park design or plantings.

In 1942, imagery shows that the Drainage Outfall works area covered part of a meander in the Yarra River, between part of the southern bank of the Yarra River (off Yarra Boulevard) in the southwest and land which then comprised part of the Deep Rock Swimming Club land. The land at the southwest end appears to have been subject to clearing, and appears to be dotted with a handful of small trees between the clubhouse and the Yarra River. The middle of the Drainage Outfall works area can be seen crossing the semicircular terraced area, with

a smaller concreted area to its north. The works area also crosses a former pathway to the clubhouse building in the northeast (Figure 60).

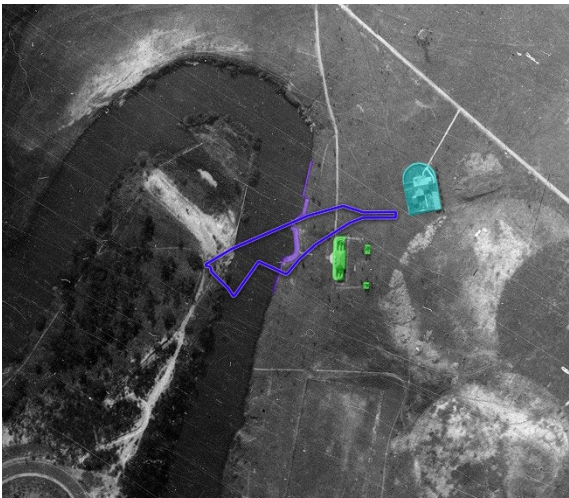


Figure 60: 1942 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (Geoscience Australia 2026), showing the works area crossing near the north end of the original meander in the Yarra River at the site of the Deep Rock Swimming Club terraces (lavender) on the east bank to the Yarra River, showing clubhouse buildings (green), and the nearby building complex with U-shaped wall (cyan)

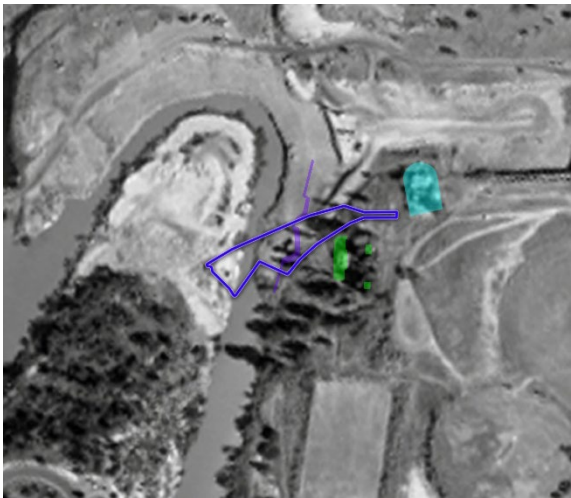


Figure 61: 1970 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (BlueSphere Environmental 2022, Appendix A; Geoscience Australia 2026), showing the works area between the altered Yarra River meander and the freeway construction area, with the location of the former terraces (lavender), clubhouse buildings (green), and the nearby complex with U-shaped wall (cyan)

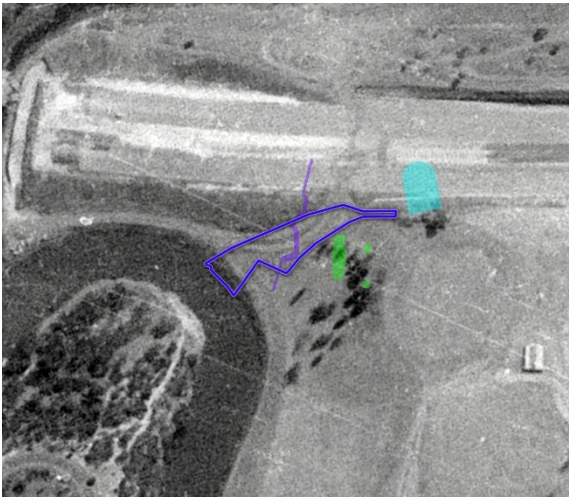


Figure 62: 1976 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (BlueSphere Environmental 2022, Appendix A; Geoscience Australia 2026), showing the works area between the altered Yarra River meander and the freeway construction area, with the location of the former terraces (lavender), clubhouse buildings (green), and the nearby complex with U-shaped wall (cyan)

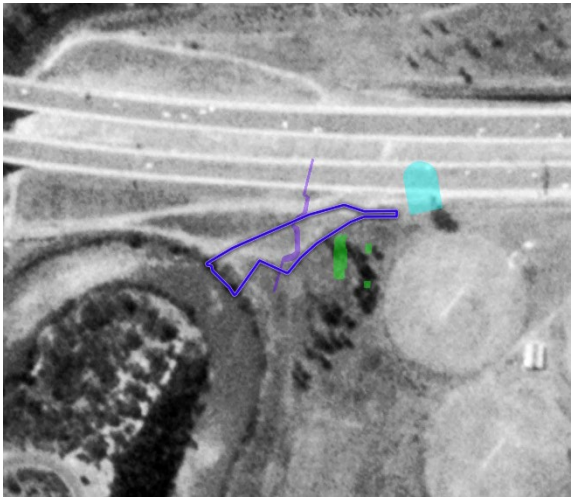


Figure 63: 1979 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (BlueSphere Environmental 2022, Appendix A; Geoscience Australia 2026), showing the works area between the truncated meander in the Yarra River and the completed Eastern Freeway, with the location of the former terraces (lavender), clubhouse buildings (green), and the nearby complex with U-shaped wall (cyan)

By 1970, the works associated with the Eastern Freeway are shown as having begun. The meander in the Yarra River is in the process of being filled in, with the river being narrowed around the central portion of land, which has been denuded of vegetation and the stripping of

the earth already under way. The former swimming terraces are no longer apparent, with earth appearing to have been built up over them, sloping down into the former Yarra River channel. The club buildings are still visible, enclosed by rows of tall trees to the north, the east and the south. The former U-shaped complex buildings were still extant, although the fence appears to have been removed. A trackway from the Eastern Freeway works runs down to the Yarra River the proposed Drainage Outfall works area, suggesting that the works area was then subject to significant prior earthworks, including the likely demolition of the terraces prior to riverbank levelling, as part of the Eastern Freeway construction (Figure 61).

By 1976, the Eastern Freeway is shown as being under construction, and the meander in the Yarra River has already been truncated – the river now curves around adjacent to the southern end of the works area. The new meander crosses through what was once a tree-covered area. The Drainage Outfall works area is shown to be situated to the northeast of the shorter meander in the Yarra River, between the river and a batter slope for the construction of the Merri Creek crossing of the Eastern Freeway. A construction track is seen curving through the works area, just south of the batter slope. No trees are apparent within the Drainage Works area. Two rows of trees (forming an upside-down L-shape) can be seen around the location of the former swimming club buildings, comprising the remains of the trees evident in 1970. There is no evidence of the former club building footprint. The location of the nearby building with a U-shaped fenceline is shown as being beneath the Eastern Freeway, close to the location of a tree north of a new sporting oval. The land along the former meander in the river has been completed built up in preparation for the construction of the Eastern Freeway, with a batter slope also covering the site of the former U-shaped building complex (Figure 62).

By 1979, the construction of the Eastern Freeway is shown to have been completed. Additionally, the freeway batter slop has been extended into the Drainage Outfall works area, with a pathway running around the slope in the south. The sporting ovals now appear to have been completed, with a cricket pitch visible on both nearby ovals. No trees are apparent within the Drainage Works area (Figure 63).

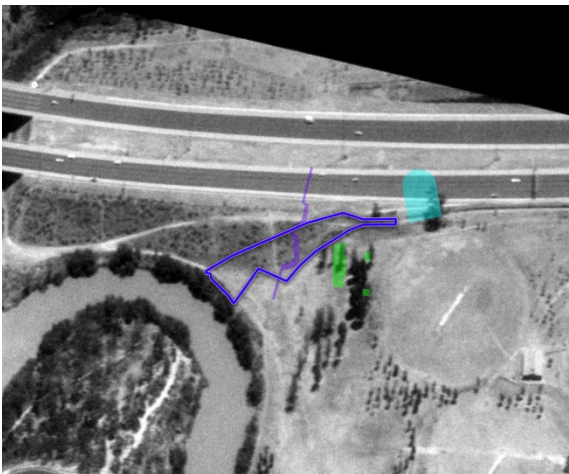


Figure 64: 1983 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (BlueSphere Environmental 2022, Appendix A; Geoscience Australia 2026), showing the works area between the truncated meander in the Yarra River and the Eastern Freeway, with the location of the former terraces (lavender), clubhouse buildings (green), and the nearby complex with U-shaped wall (cyan)



Figure 65: 2001 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (Geoscience Australia 2026), showing the works area as being situated between the truncated meander in the Yarra River and the Eastern Freeway, with the location of the former terraces (lavender), clubhouse buildings (green), and the nearby complex with U-shaped wall (cyan)

By 1983, few changes are evident the proposed Drainage Outfall works area, beyond the growth of the trees at its southern end along the Yarra River, and the planting of small, young trees on the Eastern Freeway batter slope (Figure 64).

By 2001, the main change in and around the proposed Drainage Outfall works area comprises the growth of trees on the batter slope along the northern side of the works area. A pathway is seen crossing through the proposed works area, running along the southern boundary of the batter slope. Trees have grown thickly between the former main clubhouse building location and the sporting oval, placing the two smaller club buildings within this growth, but there is no evidence of any building footprint found in the aerial imagery (Figure 65).

By 2014, few changes are evident the proposed Drainage Outfall works area, beyond the growth of the trees at its southern end along the Yarra River. Additional tree growth is visible south of the proposed works area (Figure 66).

By 2025, changes within the proposed Drainage Outfall works area comprise the growth of trees, resulting in greater tree cover of the area, although the path is still present through the area. Similarly, there are little changes around the proposed works area, including no evidence of any building footings around the location of the former swimming club buildings (Figure 67).

The project area crosses the location of former Deep Rock Swimming Club terraces, which are unlikely to be extant due to the large-scale earthworks north of the former club buildings. This is known to have included riverbank levelling – and while it is not certain, there is a high likelihood that the concrete terraces were demolished to allow for a level surface across both sides of Yarra River banks – prior to the introduction of fill to block the original river channel, and the construction of the Eastern Freeway batter slope.



Figure 66: 2014 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (Geoscience Australia 2026), showing the works area between the truncated meander in the Yarra River and the Eastern Freeway, with the location of the former terraces (lavender), clubhouse buildings (green), and nearby complex with U-shaped wall (cyan)



Figure 67: 2025 aerial imagery of Yarra Bend Park, with the Drainage Outfall works area in blue (Geoscience Australia 2026), showing the works area between the truncated meander in the Yarra River and the Eastern Freeway, with the location of the former terraces (lavender), clubhouse buildings (green), and nearby complex with U-shaped wall (cyan)

3.1.4.3. Previous archaeological investigations

3.1.4.3.1. North East Link Project – Road Construction CHMP 15576

North East Link Project – Road Construction (Andrew Long and Associates 2024) CHMP 15576 was undertaken for the North East Link project before it was subdivided into the current sections, with part of the activity area overlapping with Yarra Bend Park and the current project area.

Three testing areas for CHMP 15576 were within Yarra Bend Park but none of these tested the former asylum and prison complex. None of these testing areas intersect with the proposed Drainage Outfall works area. The closest of the three comprises TA 6 (Yarra Bend Park) is approximately 140 m to the north of the works area, on the north side of the Eastern Freeway.

Within **TA 6 (Yarra Bend Park)**, several STPs were excavated within the west end of the project area in the VHR boundary. The stratigraphy of these STPs generally comprised shallow humic topsoil overlying a firm to compacted clayey silt with increased gravels (ironstone, siltstone), degraded basalt, clay and compactness with depth, overlying basal clay. This area had been subject to previous disturbance, including the modification and channelisation of Merri Creek. (The test area was also approximately 20 m north of the former Yarra River meander and therefore does not appear to have uncovered the former riverbed.) STPs that exceeded 300 mm contained fill and modern disturbances directly overlying a compact clay. TA 6 (Yarra Bend Park) had also been disturbed by the construction of the Eastern Freeway.

No historical artefacts or features were noted as part of CHMP 15576 (Andrew Long and Associates 2024).

3.1.4.3.2. Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment

Yarra Bend Park (H2398), Yarra Bend Northcote 1 (H7922-0142): Archaeological Impact Assessment (Andrew Long and Associates 2025) was undertaken for the North East Link project, for the proposed construction of the SUP and bridge across the Yarra River within the boundaries of Yarra Bend Park (VHR H2398) and partly within the Yarra Bend Northcote 1 (VHI H7922-0142) archaeological site. The study area/impact zone (Figure 42) for the assessment is approximately 100 m northeast of the proposed Drainage Outfall works area.

This report combined the results of a desktop assessment and results of previous investigations undertaken during the preparation of approved CHMP 15576 to assess subsurface archaeological potential within their proposed works area.

Aerial imagery dating to 1931 shows that a smaller, older clubhouse building was situated in the same place as the larger c.1938 clubhouse. A single terraced area can be seen in the aerial imagery downhill from the clubhouse, suggesting that the smaller area to its north was constructed between 1931 and 1942. There are two pathways, one running to the clubhouse and another to the swimming basin, from the north (Figure 68). A review of the aerial imagery indicates that a layer of fill which was imported to realign the Yarra River meander covers the location of the Deep Rock Swimming Club basin. Additionally, this basin area is now situated underneath the batter slope of the Eastern Freeway.

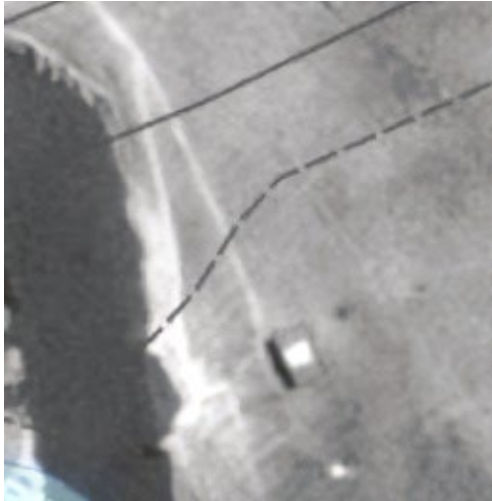


Figure 68: 1931 aerial imagery, showing a single semicircular terrace cut into the bank of the Yarra River, with a smaller clubhouse at the site of the c.1938 clubhouse (Andrew Long and Associates 2025)

The construction of the Eastern Freeway comprised substantial landscape modifications, which resulted in the substantial modification of the land surface adjacent to the freeway. This included excavation of a deep cutting to accommodate the freeway, and extensive impacts along the top of the Eastern Freeway cutting through Yarra Bend Park. Additionally, works included the realignment of the confluence of the Yarra River and Merri Creek (including the reduction of the Yarra River meander) to allow for the freeway. Following construction of the freeway, the use of the adjacent land for sports and recreational uses appears to have intensified with construction of sports and recreational features such as the anglers casting pool.

The assessment concluded that archaeological evidence relating to 19th and 20th century historical activities in the study area would likely be highly limited and disturbed. This is due to the apparent absence of any intensive use of the study area, and the subsequent disturbances associated with construction of the Eastern Freeway and other recent activities. The potential impact to significant archaeological values within the study area was therefore considered to be very low. A full copy of this assessment is included in Appendix A.

The proposed Drainage Outfall works area therefore has very low archaeological potential.

3.1.4.4. Conclusion

The part of Yarra Bend Park in which the proposed Drainage Outfall works are proposed crosses over the former bathing terraces associated with the Deep Rock Swimming Club. Historical plans, aerial imagery, and recent archaeological investigations suggest that the proposed works area has been heavily disturbed by both the realignment of the Yarra River and the construction of the Eastern Freeway.

The Deep Rock Swimming Club used to have a semicircular terraced area at the swimming basin on what is now a buried portion of the Yarra River. The site where the terraces used to be is now the location of the Eastern Freeway batter slope. It is not known if the terraces were demolished as part of the meander realignment works, or whether they are still extant in a subsurface context. From the aerial imagery, the large scale of the realignment works suggests that they were likely demolished to support the establishment of the Eastern Freeway and batter slopes. Further areas of disturbance are found at the northern end of the proposed works area, where the batter slope was established for the Eastern Freeway.

This disturbance is supported by the archaeological evidence from the CHMP, which was conducted close to the project area, as well as the previous historical archaeological assessment, both on the northern side of the Eastern Freeway. However, these assessments show the wide-spread nature of the disturbances within Yarra Bend Park.

There are two areas of archaeological potential outside the proposed works area: the former U-shaped complex is buried by the Eastern Freeway, and is of very low potential; the site of the former Deep Rock clubhouse appears to have been subject to some disturbance but has not been covered to the depth of the location of the former U-shaped complex or swimming terraces, and is of low potential.

Due to the diversion of the Yarra River and construction of the Eastern Freeway and batter slope, and the establishment of the extant 900 mm pipeline, at the location of the proposed Drainage Outfall works area, there is very low to nil archaeological potential within the project area. There is low archaeological potential at the location of the former Deep Rock Swimming Club buildings, which are to the southeast of the proposed works area. Therefore, the entire Drainage Outfall works area is of very low to nil archaeological potential.

The details of these areas with the potential for the presence of archaeological remains (Figure 69) are as follows:

- Areas of low archaeological potential:
 - The footprint of the former Deep Rock Swimming Club buildings, southeast of the proposed Drainage Outfall works area. This area has been subject to ground disturbance during the Yarra River realignment and the Eastern Freeway construction.
 - Structural remains, such as the footings of the former historical buildings, may be identified although they are unlikely to be in situ due to the significant ground disturbance known to have previously occurred in this area.
- Areas of very low to nil archaeological potential:
 - The proposed Drainage Outfall works area.

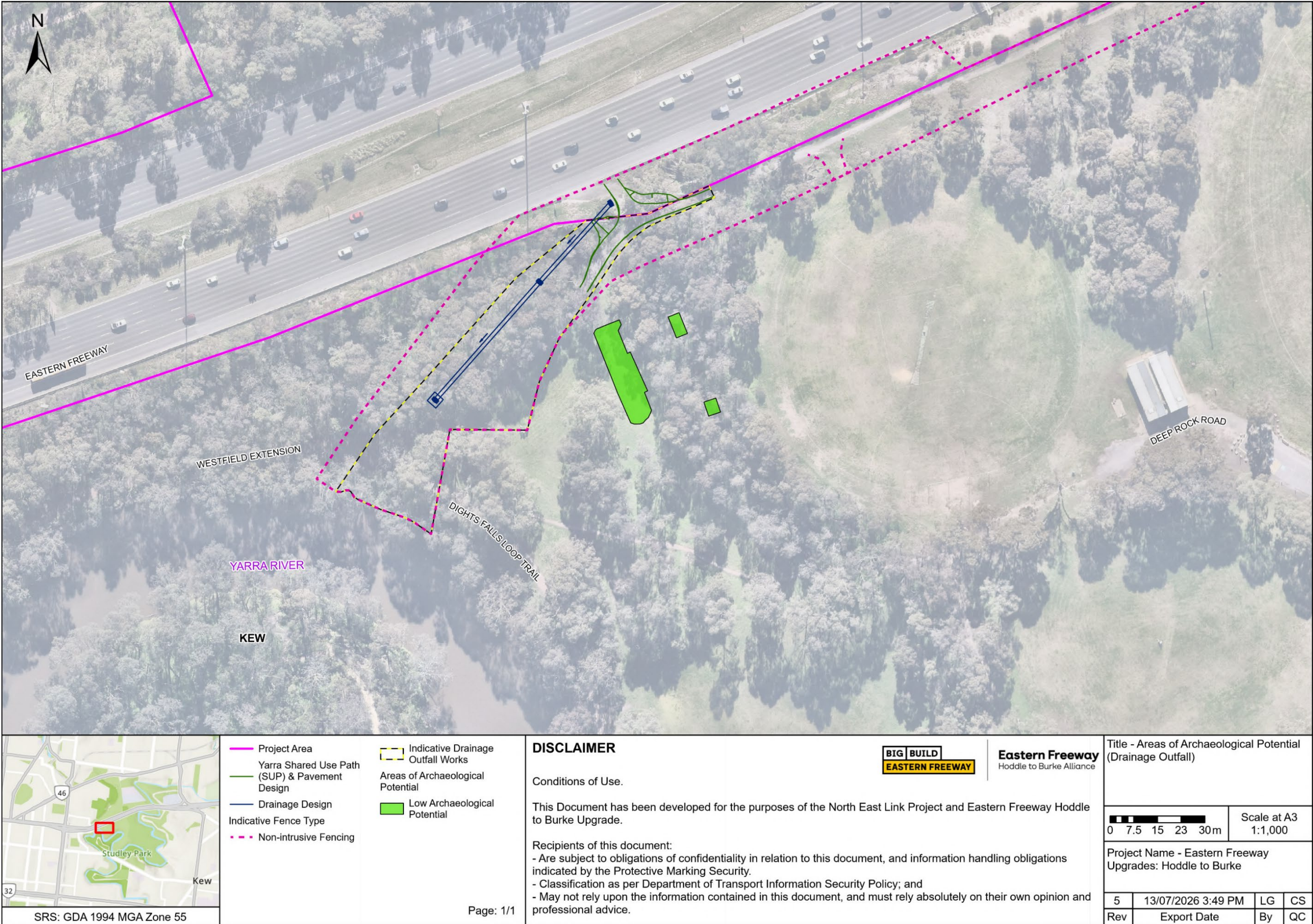


Figure 69: Areas of archaeological potential within the project area at Yarra Bend Park (VHR H2398) with areas of very low to nil archaeological potential being uncoloured and low archaeological potential highlighted in green, with the proposed Drainage Outfall design in dark blue, and non-intrusive fencing in magenta dashed lines

3.2. Significant trees

The significant trees in Yarra Bend Park identified by Butler (1983) comprise River Red Gums (*Eucalyptus camaldulensis*), Spotted Gums (*Corymbia maculata*), Moreton Bay Figs (*Ficus macrophylla*), Roman Cypressess (*Cupressus sempervirens*), Holm Oaks (*Quercus ilex*), English Elms (*Ulmus procera*), English Oaks (*Quercus robur*), Radiata Pines (*Pinus radiata*) and Pepper Tree (*Schinus areira*).

The Spotted Gums mentioned by Butler (1983) lined Yarra Bend Road. However, only one is found within the main SUP pathway. This comprises the Spotted Gum (ID GHD-669), a mature (20+ year old) tree in fair health, approximately 20 m tall. These Spotted Gum plantings are not the original 1920s ornamental plantings as seen in aerial imagery dating to 1931. They were planted sometime between 1931 and 1945, and comprise 'more recently popular Spotted Gums' (Butler 1983). Although mentioned by Butler, no specific significance was ascribed to these Spotted Gums.

There are 22 mature River Red Gums (aged approximately 25-50 years old) which are to be removed within the Drainage Outfall works area, however none of these are situated within Butler's mapped significant tree locations (which all situated in and around the former Asylum grounds around Yarra Bend Road). Additionally, aerial imagery shows that these trees post-date 1945 (Figure 19), and appear to be relatively recent plantings on the Eastern Freeway batter slope, as seen in 1983 aerial imagery (Figure 20).

Based on their approximate age and level of maturity, these trees add value to the Yarra Bend Park as part of the 'land, trees, plantings, open parkland, roads and paths, asylum gate pillar, golf club house and course' referenced in the VHR statement of significance (Section 3.1.1).

A tree survey of the project area for both the proposed SUP and Drainage Outfall works (Appendix G) did not identify any of Butler's other significant tree species as being within proximity to the project area for this application.

3.3. Existing condition of the place

Yarra Bend Park (H2395) is large and diverse public-use landscape. The condition of the place within and adjacent to the project area for this Permit application is described below and generally includes several formal and informal paths and a cycleway.

3.3.1. SUP works area

Starting in the west of the SUP works area, and moving eastwards, the project area starts with a steep incline at the intersection of the Main Yarra Trail with the path leading from the footbridge over the Merri Creek (Figure 70). Informal paths ('goat tracks') criss-cross each other up the hill to the east (Figure 71 and Figure 72). At the top of this hill is a large area with immature trees widely spaced throughout, including new plantings of indigenous species (Figure 73).

An informal athletic field is bisected by the project area (Figure 74) before a Parks Victoria storage compound is located on the immediate north of the Eastern Freeway. This large compound has secure, new cyclone fencing, and contains small stockpiles of soil and some remnant timber (Figure 75 and Figure 76).

To the north of the project area, north of an existing Parks Victoria compound, is the Westfield Grasslands, a fenced-off community-led native grassland revegetation project (Figure 75).

To the south of the project area on the west side of Yarra Bend Road is the location of the remnant bluestone pillar from the original Lunatic Asylum entrance gate (Figure 78 and Figure 79). This was relocated from its original location on the east side of Yarra Bend Road.

To the east of Yarra Bend Road is the new carpark for the Fairlea Reserve Netball Courts. Constructed ran from 2021 to 2025, and the spoil and rubble from its formation has been pushed into the row of trees and shrubs adjacent to the Eastern Freeway (to the southeast) (Figure 80, Figure 81 and Figure 82), as confirmed by Google Street View imagery dating to December 2021 (Google 2026). The carpark is roughly 150 m long and the proposed SUP works will be installed adjacent to the carpark, between the carpark and the Eastern Freeway.

To the east of the carpark, the project area traverses an open grassed area with an existing sealed SUP between the Fairlea West Oval and the Eastern Freeway (Figure 83). East of this section, the project area is bounded by the large temporary car park (Figure 84) associated with the Thomas Embling Redevelopment and the Fly-Fishing Casting Pool location on the flat, grassed area before the steep incline to the Yarra River (Figure 85 and Figure 86).

The project area ends on the bank of the steep escarpment down to the Yarra River to the east (Figure 87).



Figure 70: View to the east at the western end of the project area. Incline at start of the project area evident in the centre of the image. Informal tracks are also visible (image: D. Wintershoven 29/07/2025)



Figure 71: View to the east showing rough surfacing of the existing informal track in the project area (image: D. Wintershoven 29/07/2025)



Figure 72: View to the northeast, up steep incline on informal track (image: D. Wintershoven 29/07/2025)



Figure 73: At top of hill, new plantings evident on right of image, and immature indigenous species lining the current informal gravelled track (image: D. Wintershoven 29/07/2025)



Figure 74: View to the east of informal athletic ground which will be bisected by the subsurface ITS installation (image: D. Wintershoven 29/07/2025)

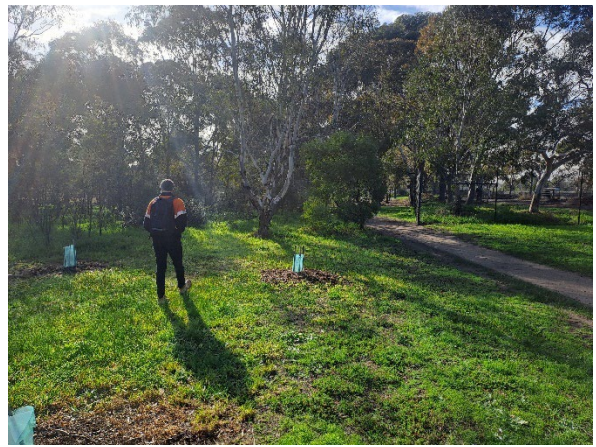


Figure 75: View to the east showing a Parks Victoria compound on the right of image. The proposed ITS will be subsurface to the left of the existing trail evident in this image (image: D. Wintershoven 29/07/2025)



Figure 76: View to the east of a Parks Victoria compound from its western end (image: R. Overberg 29/07/2025)

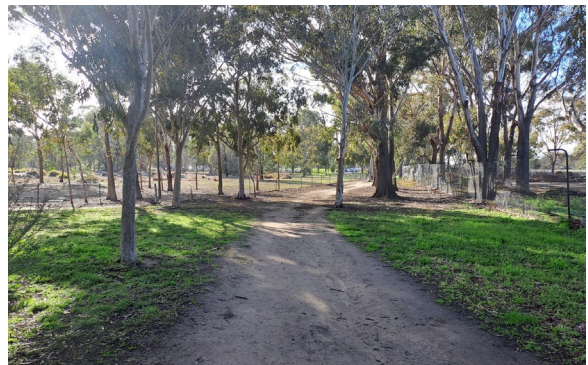


Figure 77: View along project area, where the ITS will be installed subsurface immediately to the left of the existing trail. A Parks Victoria compound is visible on the right and the Westfield Grassland revegetation area (fenced off) is visible to the left of image (image: D. Wintershoven 29/07/2025)



Figure 78: View to the southwest, showing re-located original bluestone asylum entrance pillar in overgrown setting (image: R Overberg 29/07/2025)



Figure 79: View to the east, showing re-located original bluestone asylum entrance pillar on the right and Yarra Bend Road in the background (image: D. Wintershoven 29/07/2025)



Figure 80: View to the east of Yarra Bend Road at its intersection with the new Fairlea Reserve Netball Courts carpark entrance (image: D. Wintershoven 29/07/2025)



Figure 81: View to the east, between carpark and the Eastern Freeway, showing ground disturbance caused by carpark construction, and mound of soil pushed into the verge (image: D. Wintershoven 29/07/2025)



Figure 82: View to the east, between carpark and the Eastern Freeway, showing ground disturbance caused by Fairlea Reserve Netball Courts carpark construction, and soil pushed into the verge. (image: D. Wintershoven 29/07/2025)



Figure 83: View to the east of informal path between Fairlea West Oval and the Eastern Freeway. (image: D. Wintershoven 29/07/2025)



Figure 84: View to the east, showing temporary carpark area on the left and mature trees on the right. (image: D. Wintershoven 29/07/2025)



Figure 85: View to the east of Fly-Fishing Pond on left and immature trees on right. In the background of this image is the top of bank before steep decline to the Yarra River (image: R. Overberg 29/07/2025)



Figure 86: View to the east of Fly-Fishing Pond on left and immature trees on right. In the background of this image is the top of bank before steep decline to the Yarra River (image: R. Overberg 29/07/2025)



Figure 87: View to the east, at the eastern end of the project area on the top of the bank heading down to the Yarra River (image: R. Overberg 29/07/2025)

3.3.2. Drainage Outfall works area

The Drainage Outfall works area was inspected on foot. The proposed drainage pipeline runs from the northeast to the southwest, beneath several of the pathways which criss-cross the area, including the gravelled Main Yarra Trail.

The Main Yarra Trail runs along part of the southeast side of the works area, before curving east/west and running along the north side of the truncated meander in the Yarra River. The Dights Fall Loop Trail crosses the south end of the works area adjacent to the Yarra River, and joins the Main Yarra Trail just to the northwest of the works area. The Deep Rock Road Trail joins the Main Yarra Trail to the southeast of the works area.

The northern side of the Main Yarra Trail is covered by trees on an embankment leading up to the Eastern Freeway. The land to the south of the trail is gently sloped from its highest point in the northeast down towards the Yarra River in the southwest, with a flatter section between both ends of the works area (Figure 88).

The tree growth to the north of the Main Yarra Trail is quite thick all the way along the Drainage Outfall works area, but the embankment is clearly visible through the vegetation (Figure 89, Figure 90). The land drops steeply at the south end of the works area, south of the Dights Fall Loop Trail, down to the Yarra River (Figure 91).

The southern end of the Drainage Outfall works area contains an existing concrete stormwater drain outlet, sitting on a bluestone platform (Figure 92). Watermarks on the outlet show that water from the outlet runs down the slope to the Yarra River (Figure 93).



Figure 88: View from the Main Yarra Trail at the northern end of the Drainage Outfall works area, facing southwest (image: A. Dube 04/02/2026)



Figure 89: View from the Main Yarra Trail at the north end of the Drainage Outfall works area, facing northwest (image: A. Dube 04/02/2026)



Figure 90: View from the Main Yarra Trail near the middle of the Drainage Outfall works area, facing northwest (image: A. Dube 04/02/2026)



Figure 91: View towards the Dights Fall Loop Trail and Yarra River at the south end of the works area, facing southwest (image: A. Dube 04/02/2026)



Figure 92: Concrete stormwater drain outlet on a bluestone platform adjacent the Yarra River, facing southeast (image: A. Dube 04/02/2026)



Figure 93: Concrete stormwater drain outlet on a bluestone platform adjacent the Yarra River, facing northeast (image: A. Dube 04/02/2026)

Although outside the works area, the area of potential associated with the former Deep Rock Swimming Club clubhouse building, the closest area to the Drainage Outfall works, was also briefly examined. This is a relatively flat area with a gentle slope up to the northeast towards the tree line around the west side of the W.J. Cox Oval. The former clubhouse location is in

an area primarily empty of trees, where low grass covers the ground surface. A single tree is situated close to the northwest corner of the former clubhouse building (Figure 94), with a sparse stand of trees situated at its southwest corner (Figure 95). The main portion of the clubhouse was adjacent to the W.J. Cox Oval tree line (Figure 96). No evidence of any of the clubhouse footings, nor any ground surface artefact scatters, were visible in this area.

A bluestone memorial plinth bearing the club's chamfered foundation stone and interpretive signage (Figure 97) is situated adjacent to the tree line along the west side of the W.J. Cox Oval, approximately 85 m east of the Yarra River. The memorial (Figure 98) and signage (Figure 99) are adjacent to the clubhouse area of archaeological potential in the southeast.



Figure 94: View over the location of the former Deep Rock Swimming Club clubhouse area of potential, facing north (image: A. Dube 04/02/2026)



Figure 95: View over the location of the former Deep Rock Swimming Club clubhouse area of potential, facing south (image: A. Dube 04/02/2026)



Figure 96: View over the location of the former Deep Rock Swimming Club clubhouse area of potential, facing east (image: A. Dube 04/02/2026)



Figure 97: Interpretive signage and the Deep Rock Swimming Club foundation stone and memorial plinth (image: A. Dube 04/02/2026)



Figure 98: Bluestone memorial plinth and Deep Rock Swimming Club foundation stone (image: A. Dube 04/02/2026)



Figure 99: Interpretive signage at the Deep Rock Swimming Club memorial plinth (image: A. Dube 04/02/2026)

3.4. Current use of the place or object

The current use of Yarra Bend Park (VHR H2398) is recreational in nature. It is a large natural bushland park, featuring walking and bicycling paths, picnic areas, sporting facilities (including a golf course), a boathouse, sports fields, open woodlands, formal parklands, and an artificial weir known as Dights Weir (Parks Victoria 2025).

The proposed SUP works are proposed adjacent to the Eastern Freeway, within a narrow section of parkland immediately north of the freeway (except adjacent to the Yarra River in the east where the project area is wider). The section of Yarra Bend Park which intersects with the project area comprises tracks surrounded by native trees to the west of Yarra Bend Road. It includes the Yarra Bend Road bridge, to the east of which is carparking associated with Fairlea Reserve. The project area skirts around the southern end of Fairlea Oval West, Fairlea Oval East (currently a laydown area) and Red Tag Casting Pool, where trees line the area between River Circuit Trail and the Eastern Freeway. The SUP pathway ends west of the Yarra River where the main alignment meets the proposed bridge, which crosses over the Yarra River. The extant paths within proximity to the SUP pathway are generally used for recreational purposes such as walking and dog walking, including access to the southern part of the park under the Easter Freeway.

The proposed Drainage Outfall works area is proposed adjacent to the Eastern Freeway, within a narrow section of parkland between the freeway in the northeast and the current meander in the Yarra River in the southwest. It is approximately 45 m northwest of the W.J. Cox Oval. The section of Yarra Bend Park which intersects with the works area comprises small parts of the Westfield Extension of the Main Yarra Trail and the Dights Falls Loop Trail, between the Yarra River in the southwest and Eastern Freeway in the northeast, along with part of the Eastern Freeway batter slope. Much of the area is covered in tree growth, with

that on the batter slope post-dating the 1970s construction of the Eastern Freeway. The extant paths within proximity to the proposed Drainage Outfall works area are situated between the W.J. Cox Oval and the curve in the Yarra River. Like the pathways in proximity to the SUP works, generally used for recreational purposes such as walking along the track south of the Eastern Freeway.

3.5. Constraints and opportunities resulting from the significance of the place or object

The following constraints have been identified, resulting from the significance of Yarra Bend Park (VHR H2398):

- SUP works:
 - The heritage significance of Yarra Bend Park lies in the archaeological remains of the government initiated and/or operated institutions including the former Merri Creek Protectorate Station, Merri Creek Aboriginal School, Native Police Corps, the Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic and Fairlea Women's Prison. Of these, Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic and Fairlea Women's Prison comprise a constraint, as the former historical complex is intersected by the main SUP pathway.
 - There is low potential for significant archaeological artefacts or features associated with the remains of the former complex to be identified during SUP works. There is one location where the SUP works alignment is proposed to cross the location of a former building. This comprises the former entrance lodge (or former Head Warden's Quarters), which has moderate archaeological potential. This building was situated adjacent to Yarra Bend Road in the east, adjacent in the south to the former entry gateway. The areas outside the asylum footprint are of nil archaeological potential.
- Drainage Outfall works:
 - Background research has indicated that there is very low to nil archaeological potential within the proposed Drainage Outfall works area.

The following opportunities have been identified, resulting from the significance of Yarra Bend Park (VHR H2398):

- SUP works:
 - The former entrance lodge appears to have been removed some time after 1960, and was likely demolished as part of the construction of the Eastern Freeway. Subsequently, buildings associated with the Fairlea Women's Prison were built close to, and partly over, the former location of the lodge building. The aforementioned unexpected finds have already been archaeologically recorded as part of the ITS works.
 - As SUP works within the areas of archaeological potential are not going to exceed 150 mm, which is approximately the depth of turf scraping previously undertaken in *Yarra Bend Park VHR H2398: Historical archaeological excavation report* (Alliance Archaeology Pty Ltd 2025a; 2025b; 2025c) at the former entrance lodge with no

significant finds being identified, there are few additional opportunities to understand the history of the asylum/clinic/prison site as no significant archaeology is expected to be identified. As such, the SUP works are unlikely to uncover any further archaeological features in these locations.

- Drainage Outfall works:
 - The proposed Drainage Outfall works area is unlikely to intersect any archaeological remains associated with the former Deep Rock Swimming Club, the former swimming terrace or any remains from the usage of the former swimming basin, so there are no opportunities resulting from the significance of this VHR-listed place.

4. Proposal

4.1. The proposed early SUP bridge works

The SUP Bridge will cross the Yarra River at the east end of the Yarra Bend Park immediately north and adjacent to the Eastern Freeway. For broader context, the project area in relation to VHR H2398 is shown in Figure 1. Proposed early SUP Bridge works (Figure 100) on west bank of the Yarra River, within the VHR boundary, are as follows:

- Early SUP bridge works (shown in Figure 101):
 - SUP piling works (Section 4.1.1)
 - Pile cap excavation and construction works (Section 4.1.2)
 - Column extensions (Section 4.1.3).

These activities are within the same disturbance area as was previously approved in permit P42056 on 26 May 2026.

4.1.1. Piling works

Piling is required at four locations for the proposed SUP Bridge as per below:

- Western Abutment – 2 piles (900 mm diameter, ~13.1 m deep)
- Pier 1 (Western) – 4 piles (900 mm diameter, ~8 m deep)
- Pier 2 (Eastern) – 4 piles (900 mm diameter, ~8.5 m deep), which is outside the VHR boundary and will therefore not be assessed in this HIS
- Eastern Abutment – 2 piles (900 mm diameter, ~13.1 m deep), which is outside the VHR boundary and will therefore not be assessed in this HIS.

The piling works (marked in red Figure 101 and Figure 102) involve mobilising piling rigs, cranes and excavators onto working platforms, followed by a survey set out to establish pile centre points and construction controls. Each pile is constructed using a Kelly-bar bored piling method, where the rig drills progressively to design depth, with the soil being removed by an excavator and transported for off-site disposal.

Once drilling is complete, a geotechnical engineer will inspect and approve the bore holes before the prefabricated reinforcement cages are lifted into position using a telecrawler crane. Concrete is then placed using tremie pipe to ensure continuous bottom-up filling while maintaining the tremie tip submerged to prevent segregation.

After concrete curing, Pile Integrity Testing (PIT) is undertaken on all piles to confirm continuity and adequate structural performance.

Any groundwater encountered during the pile drilling process is directed to a sump and pumped into Intermediate Bulk Container (IBC) tanks for regulated off-site disposal. All piling operations are carried out in accordance with the project's Noise and Vibration Sub-Plan to minimise disturbance within the sensitive Yarra River Environment.

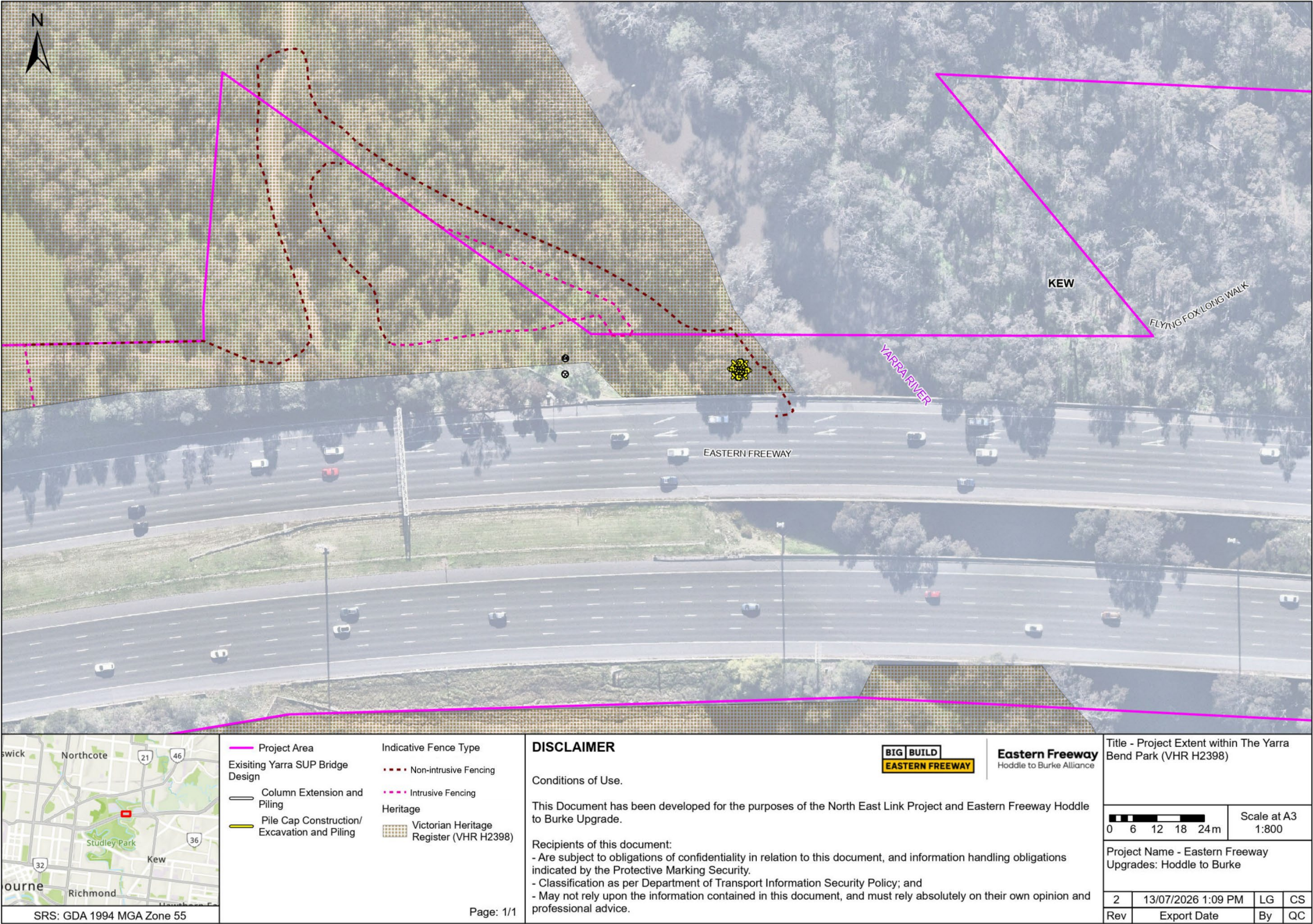


Figure 100: Location of the works, including construction fencing as detailed in Permit P42056, subject to this application within Yarra Bend Park (VHR H2398)

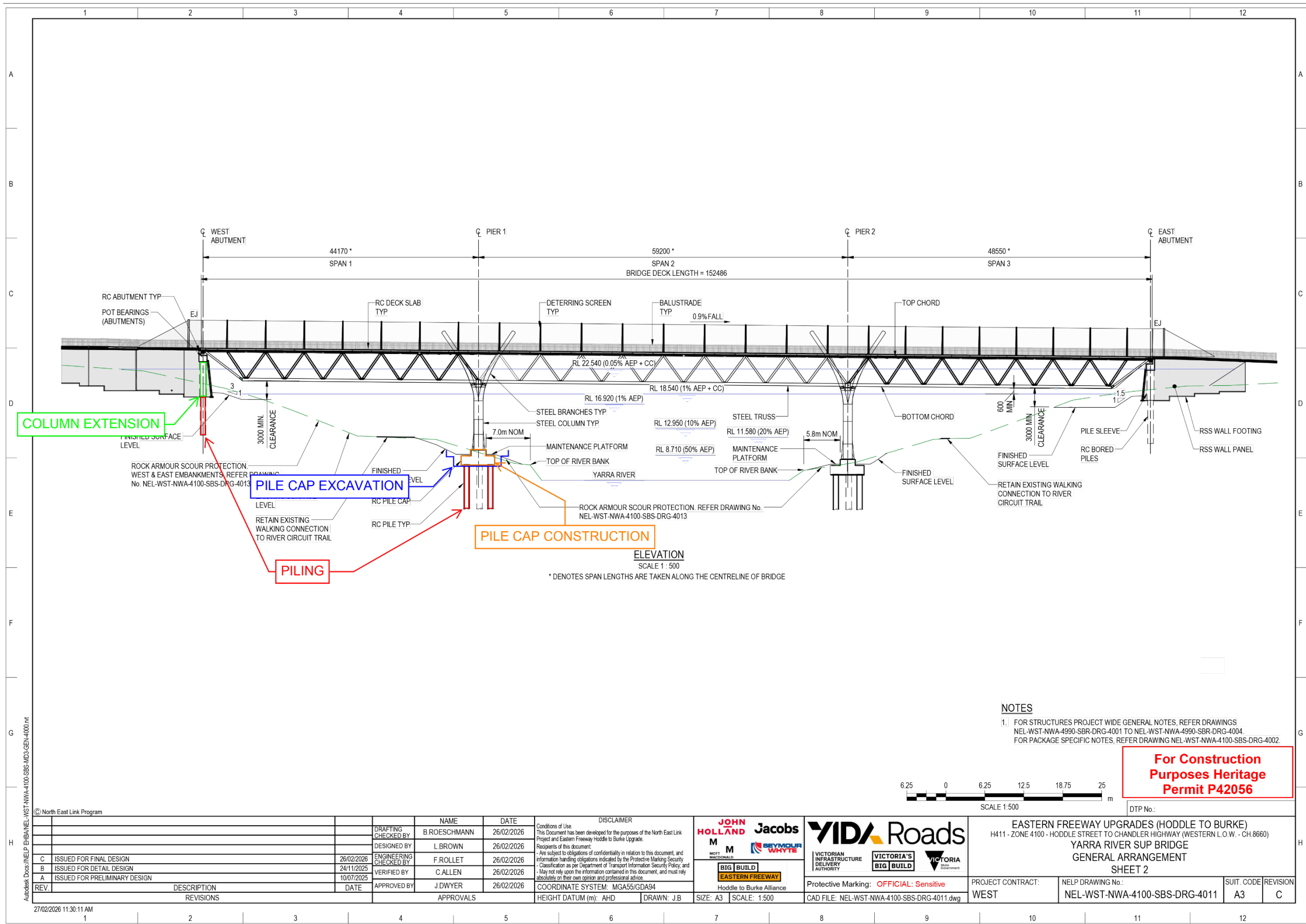


Figure 101: Proposed design for the early SUP bridge works

4.1.2. Pile cap excavation and construction

Pile cap works (marked in blue Figure 101 and Figure 102) will occur within proximity to the Yarra River and existing parkland paths and include benched excavation to enable pile cap construction. Excavations to approximately 3 m below piling pad level will allow exposure of pile heads and placement of a ~300 mm thick blinding layer to support temporary works loads and formwork fixing. Where groundwater is encountered, localised groundwater mitigation will be implemented using geofabric, bunker rock drainage, and sump pumping to maintain dry conditions and excavation stability.

Excavation will be performed in benches to enable safe delivery of the Formwork, Reinforcement and concrete Pour (FRP) works of the pile caps.

The works will include a pile breakback using hydraulic splitters, reinforcement installation including 14 stress bars, conventional formwork installation concrete placement by means of a pump, curing and stripping.

Once pile caps are completed and concrete cured, the formwork panels are removed, and the excavation is backfilled to the pile cap level.

4.1.3. Column extensions

These works (marked in green in Figure 101 and Figure 102) comprise the installation of column extensions at abutments locations.

Column extensions will be built over the piles at the abutment. Once the piles have been completed, the piling pad will be excavated to expose the piles. A 100 mm concrete blinding layer shall be placed to act as the working platform. The piles shall be broken back using hydraulic splitters. The column reinforcement will be delivered to site as a prefabricated cage that will be lifted in position using a crane. Form tube will be installed, and concrete placed after. Once the minimum strength requirements have been met, the column form tube will be stripped and a galvanised steel void former will be installed around the columns.

4.1.4. Project fencing

To support the proposed works, fencing will be required for public safety reasons. All project fencing installed for the construction works will be temporary and non-intrusive in nature, except where intrusive fencing is required for safety and operational reasons. This includes where existing fencing conflicts with the ultimate SUP alignment and requires relocation.

As such, project fencing is likely to comprise the following fencing types:

- Non-intrusive fencing (e.g. temporary fencing panels supported by concrete block bases, water-filled barriers), with no ground disturbance.
- Intrusive fencing (e.g. with posts embedded into the ground), involving minor ground disturbance.

4.2. The proposed SUP works

The following is a detailed description of the proposed SUP works (Figure 107), and includes works within the VHR boundary. The proposed works include the SUP pathway, which are entirely within the VHR boundary, and Yarra SUP bridge works (piers and abutments) that will be constructed on both riverbanks. The bridge's Pier 1 (West) is within the VHR boundary, while Pier 2 (East) is outside the VHR boundary.

4.2.1. SUP works

Construction of the SUP comprises the establishment of a new shared path on the western side of the Yarra River, providing a connection between Merri Creek Trail, Yarra Bend Road, the River Circuit Trail, and the new SUP Bridge.

4.2.1.1. Mound removal

An existing mound of earth – resulting from the construction of Fairlea Reserve Netball Courts carpark through soil being pushed into the verge – will be removed for the SUP works (Figure 82, Figure 103, Figure 104, Appendix J). Mound removal will be undertaken with an excavator. The mound will be removed to the level of the existing car park. Mound material will be removed from site allowing for the SUP construction to occur.



Figure 103: Location of the Fairlea Reserve Netball Courts carpark earth mound in relation to the identified areas of low (green) and moderate (orange) archaeological potential



Figure 104: Fairlea Reserve Netball Courts carpark, with the earth mound on the left (image: A. Lagat 16/07/2026)

4.2.1.2. SUP construction

The SUP will extend for about 530 m from Merri Creek Trail to Yarra Bend Road, then approximately 625 m from Yarra Bend Road to the Yarra River. Earthworks will include excavation of the ground surface along the alignment, followed by subgrade preparation to confirm suitability for pavement construction across the majority of the project area.

The SUP pavement will consist of a 150 mm thick layer of compacted Class 4 crushed rock subbase and 150 mm thick concrete, designed to provide a durable and accessible path for shared pedestrian and cyclist use.

Within the areas of archaeological potential, some ground surface disturbance will be required, however this will be limited to the depths shown in Figure 105. These depths shown in Figure 105 are from the current ground surface (including the top of the mound, in that area). Research has indicated that the archaeological material, if present, is likely to be located below approximately 200 mm depth, and this is unlikely to be impacted as long as the depth in Figure 105 are followed.

Outside the areas of archaeological potential, works may require an excavation to a depth of 1.1 m. This is required because the existing trails to which the new SUP will be connecting are at a lower grade. The new SUP will need to be level with these existing trails.

The approximate depths required along the proposed SUP pathway, to the west and east of Yarra Bend Road, are shown in Figure 105.

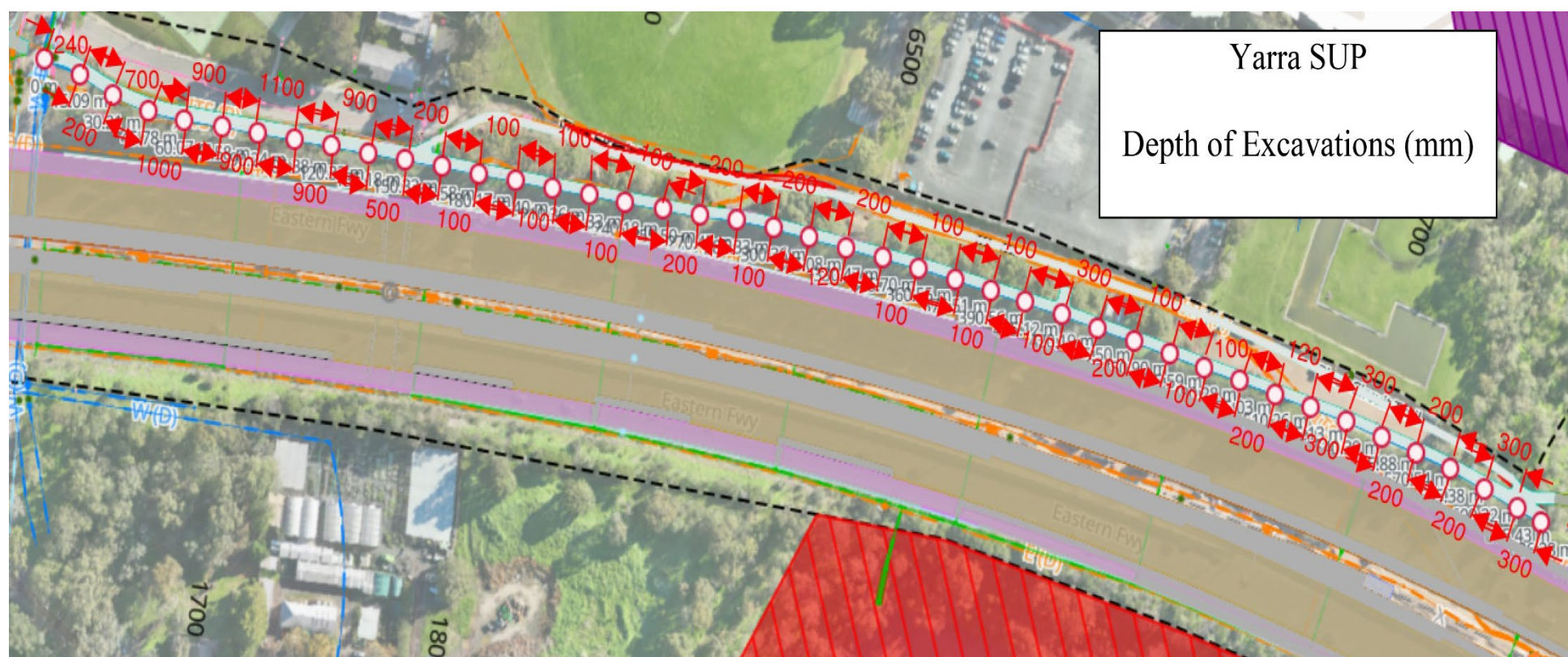
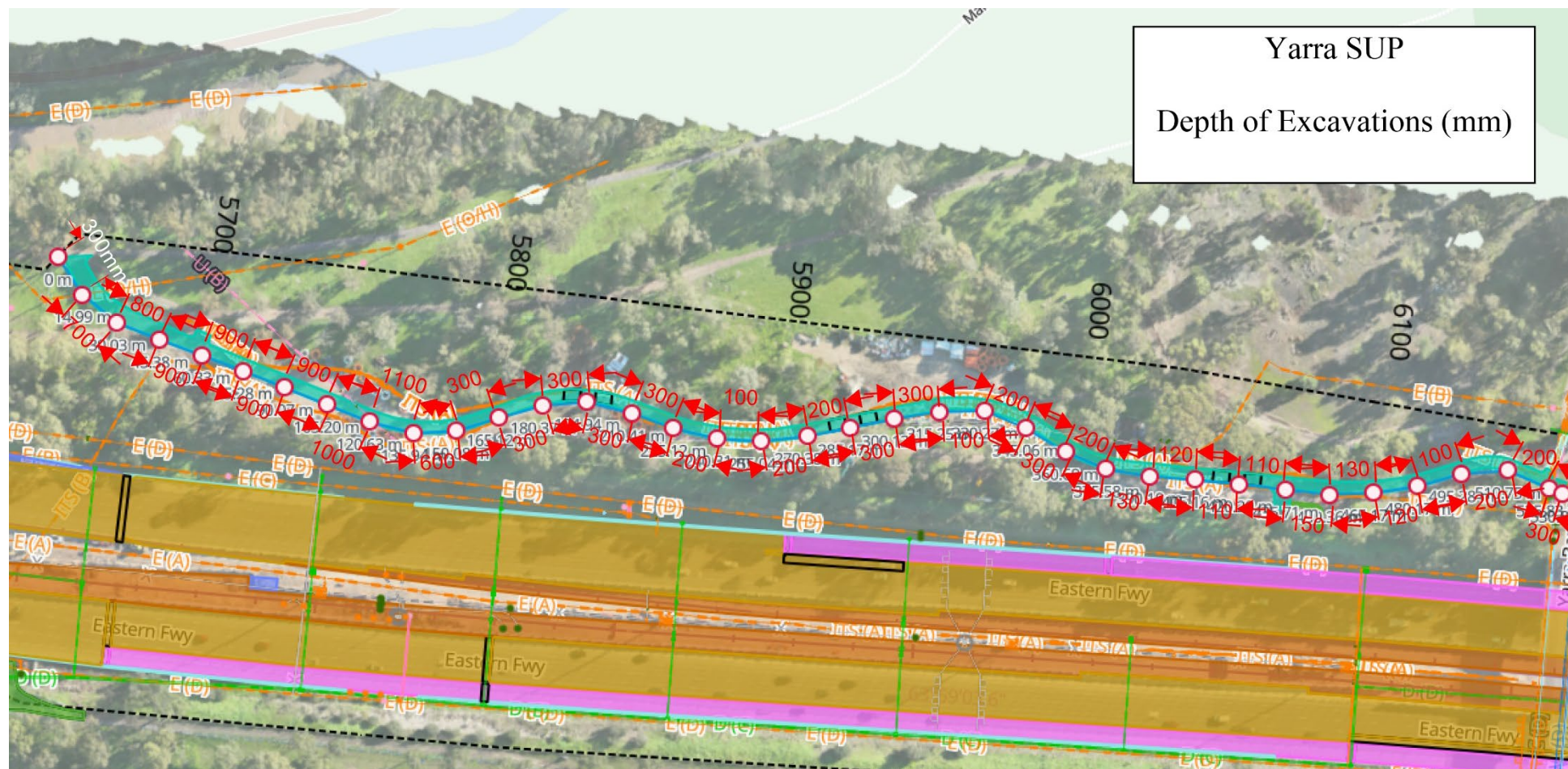


Figure 105: The approximate depths of excavations required for the proposed SUP within Yarra Bend Park, to the west and east of Yarra Bend Road, based on the topography of the area

Construction of the SUP bridge also requires the establishment of working platforms on both sides of the Yarra River to facilitate the safe movement of heavy vehicles, cranes, and excavators involved in the foundation works.

4.2.2. Steel pier installation

Each pier is composed of a prefabricated steel trunk and four structural branches, delivered to site in multiple sections, with the trunk designed to connect directly to the 14 stress bars cast into a completed pile cap. Installation is carried out using a 110 T mobile crane positioned on the engineered working platform, with temporary closures of the Yarra River to rowing traffic during critical lifting activities to ensure safety. The pier trunk is first rotated from a horizontal transport position to vertical using a 25 T Franna acting as a tailing crane, after which the trunk is carefully aligned with the cast-in stress bars and lowered into position. A temporary working platform is then installed onto cleats welded to the trunk to provide access for the installation of the four branches, which are manoeuvred into place using chain blocks to achieve precise alignment of bolted connections. Once the trunk and branches are fully assembled and grouted, the stress bars are tensioned to 1700 kN following achievement of the required grout strength. All lifting, rotation, alignment, and access platform installation activities are conducted strictly in accordance with a dedicated lift plan and under controlled exclusion zones to ensure safe execution.

4.2.3. Abutment construction

The abutment works comprise reinforced soil structure (RSS) walls constructed in two stages, sill beams, fender walls, and the installation of bearing pedestals. These activities involve excavation, blinding, reinforcement fixing, complex formwork systems, backfilling, placement of geotextile straps, and the staged erection of RSS walls.

Temporary handrails, scaffold platforms, and exclusion zones are implemented throughout the works to ensure safe access and operation.

4.2.4. Tree removal and vegetation impacts

Tree removal is minimised and offset or replanted in accordance with the Project EPRs.

Prior tree removal has occurred as part of ITS works (Permit P41359), with additional tree removal subject to the SUP enabling works (Permit P42056). SUP tree removal will occur only where required to facilitate establishment of access tracks, working platforms, or safe crane movements. A total of five trees is proposed for removal as part of the SUP works, which are additional to those included in Permits P41359 and P42056. None of these trees, including the Spotted Gum (ID GHD-669), are identified as a significant tree, and no trees will be removed within the area of archaeological potential. However, all trees contribute to the general significance of the Yarra Bend Park (VHR H2398) heritage place.

The tree removal will involve sectional cutting of limbs and branches, using chainsaws, ropes and excavators with a grapple saw attachment. Following removal, the stumps will be ground (as required), and the stump and roots would remain in situ. As such, there is no expected ground disturbance from the removal of these trees.

The Notional Root Zone (NRZ) will be maintained for trees that are to be retained, by implementing measures determined in consultation with the project Arborist and the Environment and Environmental Performance Requirements (EPR) Manager. All protection measures will be undertaken in accordance with Australian Standard AS4970-2025

Protection of Trees on Development Sites or as directed by the project arborist where safety or topography impacts the ability to install as per these.

The Tree Removal and Protection Management Plan is provided in Appendix E, and the tree removal plans showing the locations of trees to be removed, and the location of the SUP works footprint, are in Appendix F. A list of trees within the SUP works footprint is included in Appendix G. Only those trees within this footprint will be affected by the SUP works.

4.3. The proposed Drainage Outfall works

The following is a detailed description of the proposed Drainage Outfall works (Figure 107) within the VHR boundary, covering the Drainage Outfall works on the eastern side of the river. The scope also includes drainage works located south of the inbound freeway carriageway, as well as the establishment of access tracks required to facilitate the construction activities.

4.3.1. Access track for drainage

Access to the site will be via the existing access track that runs to the south of the freeway. The existing track will be upgraded to facilitate access to the drainage works site.

The upgraded access track will extend approximately 630 m from Yarra Bend Road west to the drainage works area and will be designed to accommodate construction plant and equipment, including excavators, Franna crane, and delivery vehicles as required for the drainage works.

The works include site establishment activities including boundary fencing, clearing and grubbing where required, subgrade preparation, and construction of the access track using crushed rock materials to achieve the required bearing capacity for construction activities.

The alignment and construction of the access track will be undertaken in accordance with the project design and specifications to ensure safe and efficient access to the work areas.

Upon completion of the drainage works, the access track will be reinstated as required by the project scope and environmental requirements. This will be subject to a dilapidation inspection.

Generally, the overall path quality will be improved, and the dilapidation inspection will ensure that the path is not left in a worse condition than prior to the works. As part of the permanent works, the project will construct an Unsealed Maintenance Access Track interfacing the existing track to the Eastern Freeway (as shown in Figure 107).

4.3.2. Drainage works

The drainage works comprise removing an existing drainage system and installing a new system. The ground surface along the drainage works alignment runs along the Eastern Freeway batter slope between heights of 10 to 16 metres to Australian Height Datum (mAHD).

Geotechnical Borehole (MOM-G08), taken at the edge of the Eastern Freeway about 27 m north of the proposed pipeline at an elevation of about 16 mAHD, shows that beneath the 200 mm pavement was a layer of grey, well-graded gravel subbase to approximately 300 mm thick. Below this was a layer of pale-yellow sand fill, to around 725 mm thick. Beneath the sand was clay fill, with brown, white, pale brown, yellow and red clay, to about 125 mm thick. The borehole stopped at this depth (1.35 m). A core was subsequently taken from 1.35

m, showing dark grey to black, grey and yellow brown clayey gravel fill layers to a depth of 4.7 m, then dark grey gravel fill to 5 m. Below this, the core identified dark grey to black basalt cobble fill to 10 m. This confirms that the batter slope from the current surface level at 16 mAHD to 6 mAHD is comprised of imported fill.

The existing drainage pipes, which are 600 mm in diameter, within the works area will be removed by controlled excavation to a maximum depth of approximately 3 m. As the system is live and connected to an existing outfall, works will be staged using a pit-to-pit (run-by-run) approach during dry weather conditions to maintain drainage continuity and minimise disruption to the network.

If the above approach cannot be achieved, contingency measures will be implemented, including temporary pipe isolation using inflatable plugs and diversion of flows to a controlled excavation basin. All works will be undertaken with appropriate environmental controls to prevent uncontrolled discharge and protect surrounding sensitive areas within the Yarra River corridor.

This new system comprises the construction of approximately 85 m of 1350 mm diameter drainage pipeline, extending from EX J22 to 100-02, as part of the project's permanent drainage infrastructure. Installation of the 1350 mm diameter reinforced concrete pipes (RCP) will be undertaken using suitable lifting plant, including a 25T Franna crane, to safely handle and place pipe segments into the trench. All lifting operations will be carried out in accordance with approved lift studies, relevant safety requirements, and manufacturer's handling specifications.

The works include trench excavation to a maximum depth of about 3 m, bedding preparation, installation of the reinforced concrete pipes, jointing, and backfilling in accordance with the project specifications and relevant standards. All excavation works will be undertaken in accordance with safety requirements, including provision of shoring or trench support where necessary to ensure safe installation conditions.

Following installation, the pipeline will be backfilled, compacted, and reinstated to the required standards, with surface restoration completed to match existing conditions or as specified in the project scope. Reinstatement of the SUP shall be undertaken over the drainage alignment at CH1100, including reconstruction of pavement layers to match the existing SUP profile and finish.

4.3.3. Tree removal and vegetation impacts

Tree removal will occur where required to facilitate establishment of access tracks, working platforms, and permanent drainage alignment. A total of 142 trees will be required to be removed as part of the Drainage Outfall works (these are detailed in Appendix G).

None of these trees are within the area of archaeological potential, and none of these trees were identified as a significant tree. All trees in Yarra Bend Park contribute to the general significance of the Yarra Bend Park (VHR H2398) heritage place.

The tree removal will involve sectional cutting of limbs and branches, using chainsaws, ropes and excavators with a grapple saw attachment. Following removal, the stumps will be ground (as required), and the stump and roots would remain in situ. As such, there is no expected ground disturbance from the removal of these trees.

The NRZ will be maintained for trees that are to be retained by implementing measures determined in consultation with the project Arborist and the Environment and EPR Manager.

All protection measures will be undertaken in accordance with Australian Standard AS4970-2025 Protection of Trees on Development Sites or as directed by the project arborist where safety or topography impacts the ability to install as per these.

The Tree Removal and Protection Management Plan is found in Appendix E, and the tree removal plans showing the locations of trees to be removed, and the location of the Drainage Outfall works footprint, are in Appendix F. A list of trees proposed for removal within the Drainage Outfall works footprint is included in Appendix G.

4.4. Project fencing

To support the proposed SUP and Drainage Outfall works, fencing will be required for public safety reasons. Fencing will be installed around the edge of the works areas for both sets of works (Figure 107).

All project fencing installed for the construction works will be temporary and non-intrusive in nature, except where intrusive fencing is required for safety and operational reasons. This includes where existing fencing conflicts with the ultimate SUP pathway and requires relocation.

As such, project fencing will comprise the following fencing types:

- Non-intrusive fencing (e.g. temporary fencing panels supported by concrete block bases, water-filled barriers), with no ground disturbance.
- Intrusive fencing (e.g. with posts embedded into the ground), involving minor ground disturbance.

The intrusive fencing is already installed around the SUP works area east of Yarra Bend Road. The remainder of the fencing for these works areas will be installed in an area marked as nil archaeological potential in this assessment (Section 3.1.2 and Figure 52, and Section 3.1.4 and Figure 69). This fence will be in place for duration of SUP and Drainage Outfall construction activities to prevent public access. After completion of the SUP and Drainage Outfall works, the fences will be removed, and the landscape rehabilitated.

The fencing will herein be assessed as being either part of the SUP works (project fencing on the north side of the Eastern Freeway) or the Drainage Outfall works (project fencing on the south side of the Eastern Freeway).

The installation of the proposed fencing will be undertaken by the contractor, who may need to make minor adjustment to the location and type of fencing based on safety and operational conditions. Minor changes are acceptable, however changes within the area of moderate archaeological potential at the east of Yarra Bend Road, should be avoided.

4.4.1. Permanent fencing works

Removal of the existing fence where it conflicts with the proposed SUP pathway. Supply and installation of a new permanent fence immediately south of the existing fence line, in accordance with the approved project drawings and specifications. The existing fence will be removed only where required to facilitate the SUP construction, with the new fence reinstating the boundary function following completion of the works (Figure 106).



Figure 106: Location of permanent fencing works for the project

4.5. Options considered

4.5.1. Early SUP bridge works

The proposed early SUP Bridge works will generally be within the ITS works area (Permit P41359 has been endorsed by HV) and the SUP enabling works area (Permit P42056 has been approved by HV), on the western bank of the Yarra River.

4.5.2. SUP works

The SUP pathway will generally follow the prior alignment of the ITS works (Permit P41359 has been endorsed by HV) and the SUP enabling works (Permit P42056 has been approved by HV) for the project as well as existing pathways, between Main Yarra Trail in the west and the Yarra River in the east. This includes the western part of the proposed SUP bridge over the Yarra River.

4.5.3. Drainage Outfall works

The proposed alignment of the Drainage Outfall works is based on the alignment of an existing pipeline, situated between the south side of the Eastern Freeway and the bend in the Yarra River located to west of the W.J. Cox Oval. Should this pipeline and associated rock benching not be upgraded as part of the Drainage Outfall works, the current drainage system may not be able to support the drainage requirements of the project and subject the Drainage Outfall works area to flooding. The area may still experience some localised inundation if the capacity of the overflow pipe is exceeded. The rock benching is designed to manage this flow of water.

4.5.4. Key factors

Key factors influencing the alignment include:

Environmental and Cultural Protection: The alignment preserves the integrity of Parks Victoria land, by using existing trail alignments, thus protecting ecological values. The alignment has been determined with consideration of Aboriginal cultural heritage.

Accessibility and Future Integration: The design supports ongoing access to adjacent public open spaces.

Operational Efficiency: The selected route will form future maintenance routes.

This alignment reflects a balanced approach that meets technical requirements while respecting environmental and cultural sensitivities.

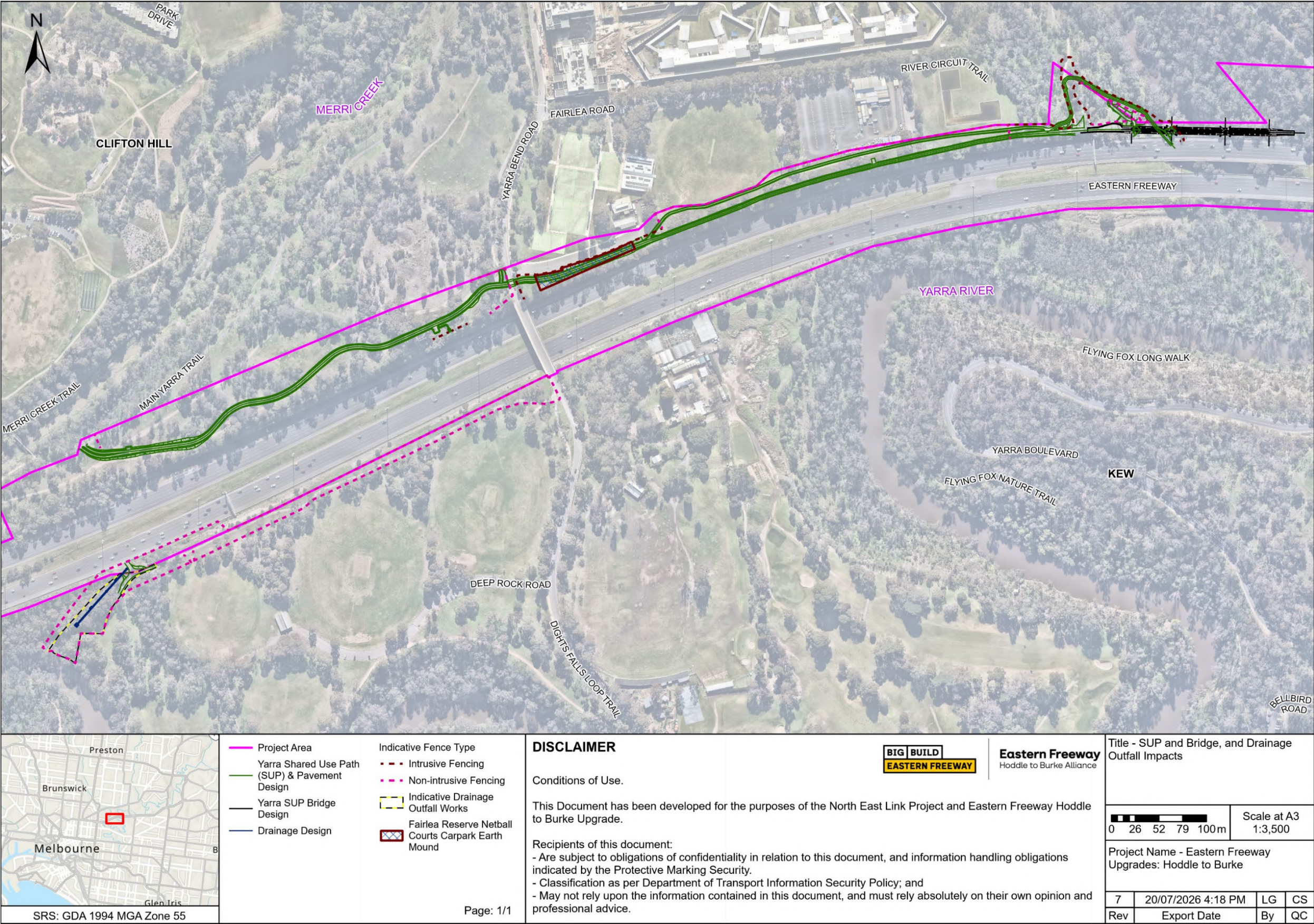


Figure 107: Location of the SUP and Drainage Outfall works, with the SUP in dark green, bridge in black, drainage design in dark blue, non-intrusive fencing in magenta dashed lines, and intrusive fencing in purple dashed lines, within Yarra Bend Park (VHR H2398)

5. 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 place or object

Yarra Bend Park (VHR H2398) is significant for its importance in Victoria's history, for its rarity, and its potential to yield information which would contribute to an understanding of Victoria's history.

Overall, the park is historically significant in relation to its connection to Aboriginal peoples during the post-contact period, its 19th and 20th century government institutions, and its continuous use as a recreational space (Criterion A).

It is an uncommon example of a large, inner-city parkland which retains high potential for significant archaeological evidence of the former government institutions which operated there (Criterion B).

It is archaeologically significant for its potential to contain features, deposits and/or artefacts that relate to the little understood various government initiated and/or operated institutions, their establishment, use and change over time, and landscape and garden features (Criterion C).

5.1.1. Impacts

5.1.1.1. Impacts on historical significance and rarity

5.1.1.1.1. Early SUP bridge works

The early SUP Bridge works will not impact upon the historical significance of the heritage place or its importance to the course of Victoria's cultural heritage, as the works will be constrained to a small section of the park, situated immediately adjacent to the Eastern Freeway. There will be some temporary visual impact upon the heritage place during the construction works from the use of heavy vehicles and machinery. As the area will be remediated after construction of the permanent pathways and bridge (subject to a future Permit), this will not impact upon the continuous recreational use of the historical park. Further, the establishment of the early SUP bridge works, which will allow for the construction of the permanent SUP bridge, will contribute to the continuous recreational use of the historical park, allowing pedestrians easy access to, and through, Yarra Bend Park (Criterion A).

These works will not impact upon rarity of Yarra Bend Park as an expansive inner-city park which has remained largely undeveloped over its history. Permits P41359 and P42056 have both allowed for tree removal and the subsequent remediation of vegetation between Main Yarra Trail and the Yarra River. No additional trees will need to be removed for these works beyond what has been approved under the previous Permits (Appendix F).

There is no impact on the historical significance or rarity of the Park as a result of proposed early SUP bridge works. The Park will retain its rarity significance after the future permanent pathway and SUP bridge construction and final remediation works have been completed (Criterion B).

Intrusive fencing will be required where non-intrusive fencing cannot be used due to safety and operational reasons. The in-ground fenceposts associated with the intrusive fencing will

impact upon the ground surface where fenceposts will be driven or embedded into the ground. There is no impact on the historical significance or rarity of Park as a result of proposed fencing. The Park will retain its rarity significance after the pathway and bridge construction and final remediation works have been completed (Criterion B).

5.1.1.1.2. SUP works

The SUP works will not impact upon the historical significance of the heritage place or its importance to the course of Victoria's cultural heritage, as the works will be constrained to a small section of the park, situated immediately adjacent to the Eastern Freeway. While the main SUP pathway crosses through a section of one of the former asylum 'village style' areas, the proposed pathway primarily intersect with former pathways and open spaces. There will be some physical impacts to the Park from the establishment of the permanent pathways and the bridge. There will be some temporary visual impact upon the heritage place during the construction works, including from the use of project fencing, but this will not impact upon the historical significance of the site. As the area will be remediated after construction of the pathways and bridge, this will not impact upon the continuous recreational use of the historical park. Further, the establishment of the permanent pathways and bridge will contribute to the continuous recreational use of the historical park, allowing pedestrians easy access to, and through, Yarra Bend Park (Criterion A).

These works will not impact upon the rarity of Yarra Bend Park as an expansive inner-city park which has remained largely undeveloped over its history. A total of five trees is proposed for removal between Main Yarra Trail and the Yarra River. Tree species to be removed will be replanted), guided by the historic Ecological Vegetation Classes (EVCs) and existing vegetation, as well as indigenous and native plant species historically present on site, thus ensuring the remediation of vegetation along the SUP works.

Regarding project fencing, where non-intrusive fencing is proposed, there will be no impacts to the park. However, intrusive fencing will be required where non-intrusive fencing cannot be used due to safety and operational reasons. The in-ground fenceposts associated with the intrusive fencing will impact upon the ground surface where fenceposts will be driven or embedded into the ground. The archaeological impact for in-ground fenceposts is discussed in Section 5.1.1.3. There is no impact on the historical significance or rarity of Park as a result of proposed fencing. The Park will retain its rarity significance after the pathway and bridge construction and final remediation works have been completed (Criterion B).

5.1.1.1.3. Drainage Outfall works

The Drainage Outfall works will not impact upon the historical significance of the heritage place or its importance to the course of Victoria's cultural heritage, as the works will be constrained to a small section of the park, situated immediately adjacent to the Eastern Freeway and the realigned section of the former meander in the Yarra River.

While the proposed Drainage Outfall works area crosses through a section where the former concrete terraces associated with the Deep Rock Swimming Club were located, the proposed works do not intersect with any former buildings.

There will be some physical impacts to the Park from the proposed works, but these will be in an area previously disturbed by the installation of the existing pipeline. Additionally, there will be some temporary visual impact upon the heritage place during the construction works, including from the use of project fencing, but this will not impact upon the historical

significance of the site. As the area will be remediated after the works are complete, this will not impact upon the continuous recreational use of the historical park (Criterion A).

After completion of the proposed Drainage Outlet works, the area will be returned to its current state following completion of the works. These works will not impact upon rarity of Yarra Bend Park as an expansive inner-city park which has remained largely undeveloped over its history. While up to 142 trees, pending the results of the asset owner and stakeholder engagement, will be removed (Appendix E), the trees surrounding the pipeline will be retained. Tree species to be removed will be replanted, guided by the historic EVCs and existing vegetation, as well as indigenous and native plant species historically present on site, thus ensuring the remediation of vegetation within the Drainage Outfall works area. Regarding project fencing, all planned project fencing will be non-intrusive fencing. As such, there will be no impacts to the park. The park will retain its rarity significance after the proposed Drainage Outlet works and final remediation works have been completed (Criterion B).

5.1.1.2. Impacts on historical landscape

5.1.1.2.1. Early SUP bridge works

Despite the permanent SUP pathways and the associated early SUP bridge works, there will be limited impact to the historical landscape of Yarra Bend Park from the proposed works as there will be no additional tree removal for these works beyond what has been approved under the previous Permits (Appendix F).

5.1.1.2.2. SUP works

The SUP works impacts to the landscape of Yarra Bend Park comprise the removal of five trees, including one of the significant tree species mentioned by Butler (1983): Spotted Gum (ID GHD-669). However, all trees contribute to the general significance of the Yarra Bend Park (VHR H2398) heritage place:

'The Yarra Bend Park including all the land, trees, plantings, open parkland, roads and paths, asylum gate pillar, golf club house and course, and all archaeological deposits associated with the former Merri Creek Protectorate Station, Merri Creek Aboriginal School, Native Police Corps Headquarters, the Yarra Bend Lunatic Asylum, Fairhaven Venereal Disease Clinic and Fairlea Women's Prison' (VHR H2398 site card).

The five trees to be removed for the SUP works add cumulative impact from the ITS works and SUP enabling works. The removal of these trees will be localised to the SUP works area which generally follows the disturbance areas of the prior ITS alignments and the SUP enabling works pathway. While there would be some additional impact upon the significance of the park for users of the SUP, due to the removal of one of the named significant features of the park ('trees') within the works area as part of the overarching NEL project, The cumulative impact would be reduced to low as the replacement trees (planted during the later remediation works) grow, and the trees mature over the subsequent years.

Additionally, the installation of a permanent pathway and bridge along the SUP pathway and bridge works area will provide additional options for walking and cycling through the park along defined alignments. While the bridge would be visually dominant at the east end of the SUP, its design will not be out of place with the existing landscape setting due to the location of the existing freeway bridge already extant in this landscape, adjacent to which the SUP bridge would be constructed. Both the permanent pathway and bridge will allow additional

ways of traversing the park safely, avoiding further impacts to the trees the nearby mature trees through uncontrolled use of the park by visitors.

Where non-intrusive fencing will be established, there will be no impacts to the historical landscape of the park. However, the in-ground fenceposts associated with the intrusive fencing will impact upon the ground surface where fenceposts will be embedded into the ground, which may comprise impacts to the areas of archaeological potential (see Section 5.1.1.3) rather than to the historical landscape. After completion of the SUP and Drainage Outfall project works, the area will be returned to its current state following completion of the works. While there may be limited visual impacts during the works, the majority of the project fencing will be removed after works have been completed and remediation works will take place. The temporary installation of project fencing, and the limited intrusive fencing installations, will therefore not impact upon historical landscape of the heritage place.

As such, despite the permanent SUP pathways and the associated bridge works, there will be limited impact to the historical landscape of Yarra Bend Park from the proposed SUP works, particularly after remediation works are complete.

5.1.1.2.3. Drainage Outfall works

The planned Drainage Outfall works include the establishment of a drainage access track that intersects with approximately 200 m² of the VHR boundary. These works will be undertaken in a method similar to the SUP works, with clearing and grubbing where required, subgrade preparation, and construction of the access track using Class 4 crushed rock and cement-treated crushed rock materials.

The Drainage Outfall also comprises the excavation to a maximum depth of about 3 m of about 85 m of existing 600 mm pipeline, and its replacement with 1350 mm diameter drainage pipeline, will directly impact upon the ground surface of the area, and thus the historical landscape of the park. However, these works are proposed to take place along the extant pipeline, thus confining ground disturbances to be situated along the existing pipeline construction footprint. As such, new impacts to the historical landscape from the replacement of the pipeline will be limited, but will exceed the original footprint of the 600 mm pipeline.

The Drainage Outfall works impacts to the landscape of Yarra Bend Park comprise the removal of up to 142 trees, with the trees surrounding the works area to be retained. These trees contribute to the general significance of the Yarra Bend Park (VHR H2398) heritage place, as described above.

Given that a large number of trees are to be removed for the Drainage Outfall, there will be changes to the existing landscape setting of Yarra Bend Park through the removal of these trees. This will be localised to the Drainage Outfall works area, primarily on the Eastern Freeway batter slope north of the existing pathway. The impact upon the significance of the park for users of the Westfield Extension of the Main Yarra Trail and the Dights Falls Loop Trail to the west of the W.J. Cox Oval, due to the removal of one of the named significant features of the park ('trees') within the works area. This impact would be reduced to low as the replacement trees planted during the later remediation works grow, and the trees mature over the subsequent years.

All planned project fencing will be non-intrusive fencing. As such, there will be no impacts to the historical landscape of the park from the fencing. After completion of the SUP and Drainage Outfall project works, the area will be returned to its current state following

completion of the works. While there may be limited visual impacts during the works, the temporary fencing will be removed after works have been completed.

As such, there will be limited impact to the historical landscape of Yarra Bend Park from the proposed Drainage Outfall works, particularly after remediation works are complete.

5.1.1.3. Impacts on archaeology

5.1.1.3.1. Early SUP bridge works

The early SUP Bridge works are situated within areas of nil archaeological potential, on the west bank of the Yarra River (Figure 53).

As there is no potential for historical archaeological remains to be impacted or identified during construction for the early SUP Bridge works, the unexpected discoveries protocol for the overarching project is an appropriate management measure.

As such, the works will not impact the archaeological significance of Yarra Bend Park (Criterion C).

5.1.1.3.2. SUP works

The majority of the SUP works, including the construction compound topsoil stripping and pathway and bridge construction, are situated within areas of nil archaeological potential.

Outside the moderate and low areas of archaeological potential

Outside these areas of archaeological potential, limited topsoil/vegetation removal will be required, along with excavation of the SUP to connect it to existing trails, will be undertaken for the proposed pathway to the west of Yarra Bend Road. This will generally follow the completed ITS alignment.

The construction of the proposed bridge will comprise more extensive impacts to the ground surface along approximately 100 m at the east end of Yarra Bend Park just north of the Eastern Freeway. These works will comprise working platforms, steel pier installations, and abutment construction. This will directly impact the ground surface in this location through the construction of the bridge, at the eastern boundary of the VHR north of the freeway, excepting the very western end where ITS installation is planned. Therefore, the very western end of the bridge will be constructed over an area already previously disturbed by project works, although the remainder of the bridge will have some impacts to the ground surface of the VHR place. However, the background history shows that this is an area of nil archaeological potential.

As the remainder of the proposed SUP works has been previously subject to disturbances from both the ITS installation and SUP enabling works access track establishment, and the majority of the SUP pathway and bridge works are situated within an area of nil archaeological potential, the works are unlikely to be any impact on the archaeological significance of the place.

Within the moderate and low areas of archaeological potential

Within the areas of archaeological potential, some excavation is required along the proposed SUP pathway, including the removal of topsoil along the access track from Yarra Bend Road to the Yarra River. Some fence installation has already been undertaken as part of both the earlier ITS works and SUP enabling works through areas of moderate and low archaeological potential within the footprint of the former asylum.

As the earth mound adjacent the Fairlea Reserve Netball Courts carpark comprises earth from the carpark construction, this mound is not of archaeological potential. However, it sits on top of the area of low archaeological potential. Excavation of the earth mound itself will therefore not impact upon the area of low archaeological potential situated beneath the mound.

There is a small portion of moderate archaeological potential at the location of the former entrance lodge (or former Head Warden's Quarters), which will be intersected by the main SUP pathway. East of the former entrance lodge comprises an area of low archaeological potential. *Yarra Bend Park VHR H2398: Historical archaeological excavation report* (Alliance Archaeology Pty Ltd 2025a; 2025b; 2025c) found that while structural remains may still be present in a subsurface context, the turf stripping and levelling undertaken to an unspecified depth in 2025 for the carpark construction did not reveal any structural features. As such, despite the low potential for archaeological remains of the former asylum and clinic and the moderate potential for archaeological remains of the former lodge to be present in a subsurface context, if the excavation plan (Figure 105) is followed the archaeological remains are unlikely to be disturbed due to the shallow depth of the excavation required for the SUP.

Where non-intrusive fencing will be established, there will be no impacts to the archaeology of the site. However, the in-ground fenceposts associated with the intrusive fencing will impact upon the ground surface where fenceposts will be driven or embedded into the ground. The use of intrusive fencing is required for security purposes along the east side of Yarra Bend Road, crossing both areas of low and moderate archaeological potential. The fencing runs just east of Yarra Bend Road, and adjacent to the Fairlea Reserve carpark in the south. It crosses the area of moderate potential at its edge, and is otherwise within the area of low potential (Figure 52). Due to the limited ground surface impacts associated with in-ground fenceposts, there is a low possibility for archaeology to be impacted by the installation of the fenceposts, due to the limited size of the postholes required for the fencing. Fenceposts should be located to avoid most of this area.

As there is a low potential for historical archaeological remains to be impacted or identified during construction for the SUP works due to the results of *Yarra Bend Park VHR H2398: Historical archaeological excavation report* (Alliance Archaeology Pty Ltd 2025a; 2025b; 2025c) show that no archaeological features were identified during shallow ground surface excavation within the location of the former entrance lodge. As such, the unexpected finds protocol for historical archaeology for the overarching project (Appendix K) would be implemented to manage this activity.

As such, the works are unlikely to impact upon the archaeological significance of the park (Criterion C).

5.1.1.3.3. Drainage Outfall works

The Drainage Outfall works comprise the establishment of a drainage access track, primarily situated outside the VHR boundary, and the replacement of about 85 m of 600 mm pipeline with a 1350 mm pipeline along the construction footprint of the existing pipeline. These works will take place along the pipeline alignment on the Eastern Freeway batter slope at between 10 and 16 mAHD. Geotechnical testing at the edge of the Eastern Freeway, at the top of the batter slope (MOM-G08), has confirmed that the batter slope consists of imported fill to a depth of 6 mAHD. They include trenching (including rock benching) to a maximum depth of about 3 m, tree removal, which has the potential to disturb the ground surface on the Eastern

Freeway batter slope, which was established during the 1970. The Yarra River is at a height of 5 mAHD, and the approximate height of the Deep Rock Swimming Club concrete terraces when they were known to be extant (Figure 7, Figure 8). The proposed works would therefore excavate within the batter slope to between 7 and 13 mAHD, within the known fill layer which reaches 6 mAHD. The excavations for the pipeline would therefore be 2 m (at the lowest point) to 10 m (at the highest point) above the level of the Yarra River. The height of the terraces changed over time as they were remodelled, and the height of the terraces in the 1960s is unknown. However, as the excavations of the pipeline are midway up the batter slope at the location of the former Deep Rock Swimming Club basin, excavations are unlikely to reach the original depth of the basin (Figure 108). Further, as these works are planned within an area of very low to nil archaeological potential, there is low potential for impacting historical archaeology.

All planned project fencing will be non-intrusive fencing.

As there is very low to nil potential for historical archaeological remains to be identified during the pipeline excavation process, due to its location along the extant pipeline alignment, the unexpected finds protocol for historical archaeology for the overarching project (Appendix K) would be implemented to manage this occurrence.

As such, the works are unlikely to impact upon the archaeological significance of the park (Criterion C).

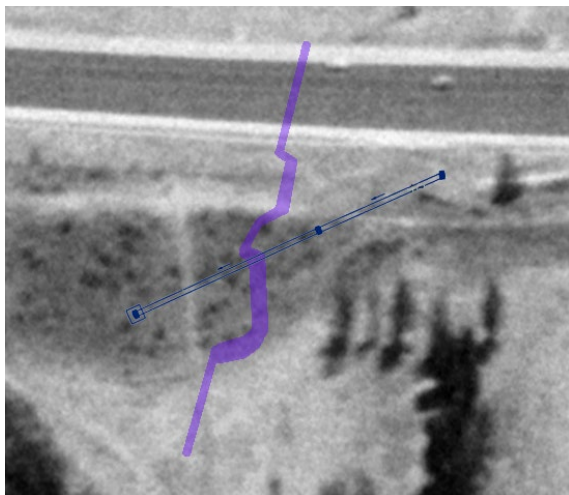


Figure 108: 1983 aerial imagery of Yarra Bend Park (BlueSphere Environmental 2022, Appendix A; Geoscience Australia 2026), showing the pipeline alignment crossing the prior location of the Deep Rock Swimming Club terraces (lavender) approximately midway up the Eastern Freeway batter slope

5.2. Provide reasons why the proposed works should be supported

5.2.1. SUP works

The proposed SUP works (including the early SUP bridge works) should be supported, as they will complete the connection of the SUP to between Yarra Bend Road, the River Circuit Trail and the SUP bridge.

5.2.2. Drainage Outfall works

The proposed Drainage Outfall works should be supported as it is essential upgrade works to permanent drainage infrastructure to facilitate the controlled discharge of stormwater runoff from the freeway. The access track is required to facilitate access to the drainage works

area. The outfall is designed specifically for the project to ensure that water collected from the Eastern Freeway pavement and associated drainage system is safely conveyed to an appropriate discharge point. This is necessary to prevent water build-up on the freeway, maintain road safety, and protect the integrity of the pavement and surrounding infrastructure.

5.3. Relevant matters for the consideration of section 101(2)(b) of the Heritage Act 2017

5.3.1. SUP works

Should the SUP works (including the early SUP bridge works) be refused, this would directly impact upon the SUP and SUP bridge construction, which seeks to provide a link between two the parks on each side of the Yarra River. While there is presently a single pedestrian bridge joining the two parts of the park, the bridge is situated approximately 590 m northwest of the proposed SUP bridge location. The proposed SUP provides a new route for walkers and cyclists through this culturally significant park. As such, the refusal of the SUP and SUP bridge works, would impact upon the public's reasonable future use of Yarra Bend Park (VHR H2398), as it would negate the existence of the SUP and SUP bridge, thereby reducing the planned enhancement to public open space which has been incorporated into the design to provide enhanced safety, function and enjoyment of the heritage place (Big Build Eastern Freeway 2025).

5.3.2. Drainage Outfall works

Should the Drainage Outfall works be refused, the project will not be able to adequately manage stormwater runoff from the freeway. This may result in:

- Water ponding on the freeway surface, increasing the risk to road users.
- Reduced drainage performance and potential surcharge of the system.
- Accelerated pavement deterioration and potential structural damage.
- Increased maintenance requirements and operational risks.
- Non-compliance with design and safety requirements for permanent works.

5.4. Relevant matters for the consideration of section 101(2)(d) of the Heritage Act 2017

VIDA Roads is a public authority under the Major Transport Infrastructure Authority (NEL project), as per Clause 9 of Part 5 of the *Amendment of Road Management Act 2004* in the *Transport Legislation Amendment Bill 2020*.

These NEL Freeway Package – Eastern Freeway Upgrades: Hoddle to Burke – West Package works are intended to substantially upgrade to the Eastern Freeway, and construct the Doncaster Busway (Melbourne's first dedicated high-speed busway between Doncaster Park and Ride and Hoddle Street). The Eastern Freeway Upgrades will connect with the new 6.5 km NEL Tunnels, linking Melbourne's east with the Metropolitan Ring Road.

Refusal of the permit for the SUP and Drainage Outfall works would adversely impact VIDA Roads' statutory responsibility to deliver the full SUP pathway for the Eastern Freeway, which would impact upon NEL's other projects for seamless integration.

5.5. Relevant matters for the consideration of section 101(2)(e) of the *Heritage Act 2017*

This heritage place is not within, or in proximity to, a place on the World Heritage List, and is not within a World Heritage Environs Area.

5.6. Reasons may address the matters which the Executive Director may consider under s101(3)

There are no further planned NEL works proposed to occur within Yarra Bend Park. Any proposed additional future works will be dealt with under a separate Permit or Permit Exemption application.

6. Summary of impacts and conclusion

6.1. Summary of impacts

There would be no impacts on the historical significance or rarity of the Yarra Bend Park (VHR H2398) from the proposed SUP and bridge, and Drainage Outlet works, which involve the construction of a new permanent pedestrian bridge over the Yarra River, a new permanent pathway through Yarra Bend Park from Main Yarra Trail to the bridge, construction of access tracks south of the Eastern Freeway, replacement of an existing 600 mm drainage pipeline to the south of the freeway, and associated tree removal (primarily around the drainage pipeline). Project fencing will also be required, comprising non-intrusive fencing along with intrusive fencing. The type of fencing is based on safety and operational reasons.

The Park would be returned to its current state after completion of works around the new permanent SUP pathways and bridge, and therefore not impact on the heritage significance of the place. The trees being removed are not of significance and this would not impact the historical significance or rarity of the place.

6.1.1. Early SUP bridge works

While there will be physical impacts to the ground surface of the Park within the proposed early SUP bridge works area, there will be little or no impact on the significance of the place from the proposed works. Instead, the establishment of the early SUP bridge works (which will allow for the proposed permanent SUP bridge) will contribute to the continuous recreational use of the historical park, allowing pedestrians easy access to, and through, Yarra Bend Park. As such, the management measures are general in nature. The measures would be in accordance with the project's Archaeology and Heritage Management Plan and include inclusion of historical archaeological obligations in the induction for the works, and implementation of the unexpected finds protocol for historical archaeology.

As the project is subject to both historical archaeological inductions and the implementation of the unexpected finds protocol for historical archaeology, no impact to heritage values is anticipated.

6.1.2. SUP works

The construction of the SUP bridge will comprise more extensive impacts to the ground surface along approximately 100 m at the eastern edge of Yarra Bend Park north of the Eastern Freeway. These works will comprise the SUP pathways, SUP bridge works (piers, and abutments), and project fencing. While these works will directly impact the ground surface, as the SUP will generally be established along the prior ITS works, the background history shows that this is an area of nil archaeological potential. As such, there will be no impact upon the historical significance or historical landscape of Yarra Bend Park (VHR H2398), particularly after remediation works are complete.

The small area of moderate archaeological potential at the location of the former entrance gate lodge building will be subject to shallow ground disturbance which is unlikely to uncover any significant archaeological features. Project fencing will comprise some localised areas of intrusive fencing within areas of low and moderate potential, with minor ground disturbance for postholes being limited to the west side of the area of moderate potential, and parts of the area of low potential. The majority of SUP fencing will be within areas of nil potential. As the

overall SUP works will primarily be in areas of low or nil archaeological potential, with little or no impact on any significant archaeological features.

In relation to cumulative impacts, the SUP works comprise a further disturbance to an area that has already been impacted by previous developments, particularly the construction of the Eastern Freeway, the prior ITS works, building on impacts from demolition of former buildings and structures over time. This includes prior tree removals, with the proposed five trees being removed for the SUP works. The SUP works impacts therefore comprise a continued minor modification of the remaining historical landscape. However, this modification is shallow in depth, and the works would not impact upon either the small area of moderate archaeological potential immediately adjacent to Yarra Bend Road, the larger area of low archaeological potential within the former asylum area, or nil potential for archaeological features and artefacts outside the former asylum footprint.

6.1.3. Drainage Outfall works

The construction of the Drainage Outfall will comprise extensive impacts to the ground surface along approximately 300 m² of land just east of the W.J. Cox Oval, between the current meander in the Yarra River and the Eastern Freeway. However, the pipeline alignment comprises an existing 600 mm pipeline, which will be replaced with a larger 1350 mm diameter drainage pipeline. Additionally, the works will include construction of an access track within the VHR boundary. Despite the ground disturbance and necessary tree removal to allow for the upgrading of the existing drainage pipeline, there will be no impact upon the historical significance or historical landscape of Yarra Bend Park (VHR H2398), particularly after remediation works are complete.

While the Drainage Outlet works will directly impact the ground surface to a maximum depth of up to about 3 m in this location, the background history shows that this is an area of very low to nil archaeological potential. As such, there will be no impact upon the archaeology of the heritage place.

In relation to cumulative impacts, the proposed Drainage Outlet works comprises a further disturbance to an area that has already been significantly impacted by previous developments, particularly the realignment of the Yarra River meander and the construction of the Eastern Freeway and the prior installation of the existing pipeline, building on impacts from demolition of former buildings and structures over time. This comprises a continued minor modification of the remaining historical landscape. The proposed works area is within an area of very low to nil potential for archaeological features and artefacts and is therefore unlikely to contain any archaeology.

Recommendations for the proposed Drainage Outlet works are described in Section 6.2.

6.2. Recommended conditions and staging

There is no CMP for Yarra Bend Park. As such, the following recommendations generally align with the policies for Yarra Bend Asylum and Deep Rock Swimming Club, as detailed in the *Yarra Bend Park: Heritage Conservation Plan* (Parks Victoria 1998), based on the potential impacts from the proposed works to the relevant historical features and archaeology identified in the plan (Section 3.1.2).

While there will be physical impacts to the ground surface of the park within both the proposed SUP works and Drainage Outlet works areas, there will be little or no impact on the significance of the place from the proposed works. Instead, the establishment of the SUP

permanent pathways and bridge this will contribute to the continuous recreational use of the historical park, allowing pedestrians easy access to, and through, Yarra Bend Park, while the Drainage Outlet works will allow proper drainage for the NEL project along the Eastern Freeway. As such, the management measures are general in nature. The measures would be in accordance with the project's Archaeology and Heritage Management Plan and include inclusion of historical archaeological obligations in the induction for the works, and implementation of the unexpected finds protocol for historical archaeology (Appendix K).

All project fencing installed for the construction works will be temporary and non-intrusive in nature, except where intrusive fencing is required for safety or operational reasons. The majority of the SUP and Drainage works are within an area of very low to nil archaeological potential, and in-ground fencepost installation will be limited in area along the proposed intrusive fence line alignment within the SUP area of moderate and low archaeological potential. As part of SUP works, the intrusive fencing will take place within the west edge of the area of moderate archaeological potential, and across the area of low archaeological potential associated with the footprint of the former asylum.

The postholes must be installed within the areas of archaeological potential using NDD technology.

While there will be direct physical impact to the ground surface where intrusive fencing will be installed, impacts will be limited by the use of NDD technology, there will be no impact to the heritage significance of the place from the installation of non-intrusive fencing as part of SUP works. As the project is subject to both historical archaeological inductions and the implementation of the unexpected finds protocol for historical archaeology (Appendix K), no impact to heritage values is anticipated.

Note that any changes to the proposed fencing where the fencing is located within proximity to an area of moderate archaeological potential will need to be re-assessed prior to the establishment of the fences.

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