

Statement of Recommendation from the Executive Director, Heritage Victoria

Yarrawonga Weighbridge

McNally Street and 29 Sharp Street, Yarrawonga, Moira Shire
Yorta Yorta Country



Executive Director recommendation

Under section 37 of the *Heritage Act 2017* (the Act) I recommend to the Heritage Council of Victoria (Heritage Council) that the Yarrowonga Weighbridge, located at McNally Street and 29 Sharp Street Yarrowonga is not of State-level cultural heritage significance and should not be included in the Victorian Heritage Register (VHR).

I note that the place is already included in the Heritage Overlay of the local planning scheme (Heritage Overlay HO232 – ‘Yarrowonga Railway Station’).

I suggest that the Heritage Council determine that:

- the Yarrowonga Weighbridge is not of State-level cultural heritage significance and should not be included in the VHR in accordance with section 49(1)(b) of the Act.



STEVEN AVERY
Executive Director, Heritage Victoria

Date of recommendation: 15 January 2024

Explanatory note to readers

The system of heritage protection in Victoria essentially operates at two levels.

Most heritage places in Victoria will be important at a local level to particular communities. These heritage places may be appropriate for protection by local government by means of a Heritage Overlay under the local planning scheme.

A much smaller percentage of places and objects will be important at a State level. This means that they tell an important story in the history of Victoria, rather than the history of their local area or region. Places and objects of State-level cultural heritage significance may be considered for inclusion in the VHR under the Act.

The very high benchmark or 'threshold' for inclusion in the VHR is demonstrated by the fact that as of January 2024, there were about 2,350 places of State-level significance which were included in the VHR. This compares to over 19,000 places of local-level importance protected by Victoria's 79 councils in Heritage Overlays. In other words, roughly 10% of Victoria's heritage places are protected at a State-level by inclusion in the VHR compared with 90% being protected by local government.

In the case of the Yarrawonga Weighbridge, it has already been established by the Moira Shire Council that the place contributes to the heritage significance of the Yarrawonga Railway Station, as demonstrated by its inclusion in the Heritage Overlay of the Moira Planning Scheme. The area affected by Heritage Overlay HO232 includes the Yarrawonga Weighbridge.

This current process under the Act has been initiated to establish whether the weighbridge is of cultural heritage significance to the State of Victoria. Any recommendation or finding of this current process does not in any way diminish the significance that the weighbridge may hold to the particular community, local government area or region.

More information about heritage protection in Victoria can be found on the [Heritage Council website](#).

The process from here

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

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

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

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

3. Heritage Council determination (sections 46 and 49)

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

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

If submissions are received, the Heritage Council may decide to hold a hearing in relation to the submission. The Heritage Council must conduct a hearing if the submission is made by a person or body with a real or substantial interest in the place or object. If a hearing does take place, the Heritage Council must make a determination within 90 days after the completion of the hearing.

4. Obligations of owners of places and objects (sections 42 and 43)

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

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

5. Further information

The relevant sections of the Act are provided at Appendix 1.

Description

The following is a description of the Yarrawonga Weighbridge at the time of the site inspection by Heritage Victoria in June 2022.

The Yarrawonga Weighbridge is located on the traditional land of the Yorta Yorta people.

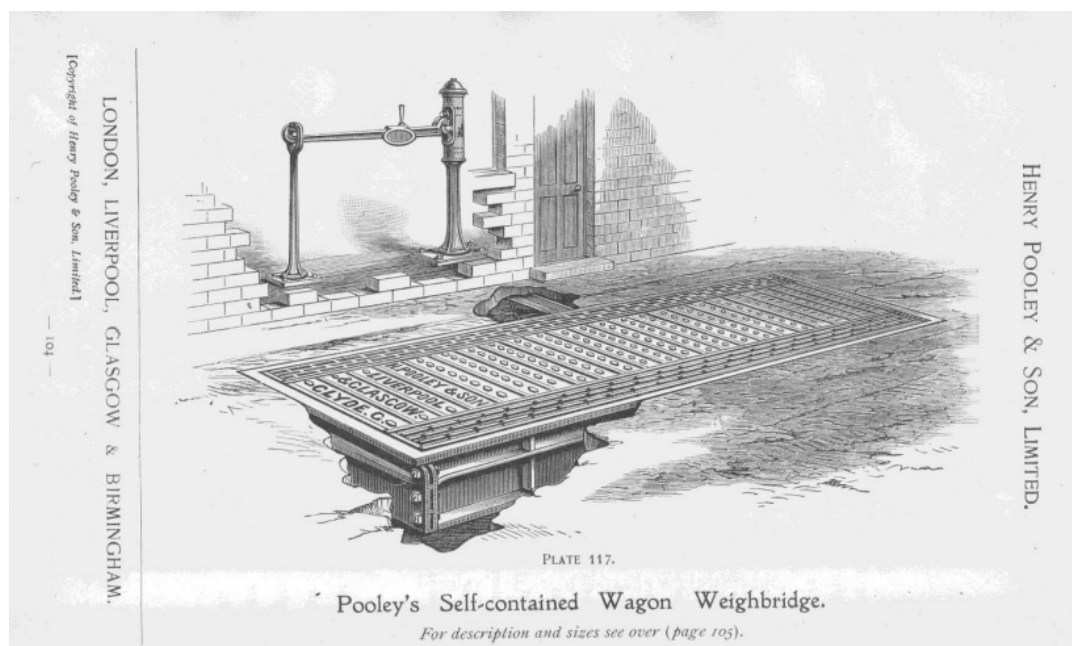
The Yarrawonga Weighbridge is situated on the corner of Sharp and McNally streets, in the railway yard of the Yarrawonga Railway Station. The Yarrawonga Railway Station is situated on a large Crown Allotment bounded by the railway line to the west, Telford Street to the south, and Sharp and McNally streets to the north and east. As well as the weighbridge, the Yarrawonga Railway Station Complex includes the single platformed station, railway yard and concrete grain silos.

The Yarrawonga Weighbridge is a 'cart weighbridge' in the terminology of the former Victorian Railways. Historically, the Victorian Railways provided 'cart weighbridges' for the weighing of horse drawn carts and road vehicles and 'truck weighbridges' for the weighing of railway wagons and rolling stock. Despite the two types of weighbridges, there is little difference in the weighbridge mechanisms.

The associated cabin is a non-original metal clad building that houses an original red non-loose weight steelyard with a ticket printing carriage and two sliding poises. The brass plate to the ticket printing carriage has metric units engraved to both sliding poises. Beneath the sliding poises is a brass mechanical ticket printer for recording the weights of goods.

The weighbridge itself is comprised of a platform with a cast iron frame. The platform is made up of cast iron plates, forming a surface that is 6 by 2.7 metres in area. Under the weighbridge platform there is a three-lever system supported in a self-contained iron frame. Cast into the frame of the platform is the manufacturer, Victorian Railways, the capacity, 35 tons, and the date of manufacture, 1916.

The approach to the weighbridge is from McNally Street and features concrete aprons extending from either side of the weighbridge. Between the concrete strips, the original bluestone surface treatment is visible.



Example of a wagon or cart weighbridge. Within the weighbridge office can be seen the horizontal calibrated 'steelyard' arm with the adjustable 'poise' (counterpoise) resting atop the arm. Henry Pooley and Son was a manufacturer and exporter of various scales, weighing machines and weighbridges. The Yarrawonga Weighbridge was built by the Victorian Railways at Newport Workshops to a design provided by Pooley and Sons.

Source: *Pooley's Patent Weighing Apparatus, Descriptive and Illustrated Catalogue, Henry Pooley and Sons, 1901*

Description images



2022, weighbridge and cabin viewed from southeast.



2022, weighbridge and cabin viewed from southwest.



2022, cast iron identifier to frame of weighbridge platform lists the manufacturer, year of manufacture, and capacity.



*2009, concrete approach and bluestone pavers to weighbridge.
Source: Yarrawonga Mulwala Historical Society nomination documents.*



2022, weighbridge cabin interior.



2009, non-loose weight steelyard. Source: Yarrawonga Mulwala Historical Society nomination documents.



2009, ticket printing carriage with two sliding poises to the carriage, upgraded to metric units. Source: Yarrawonga Mulwala Historical Society nomination documents.

History

Weighbridges

Weighbridges have existed in the United Kingdom and elsewhere for centuries. Historically, their primary role was to weigh carts and carriages as part of the tax collection process on toll roads as a means for maintaining those roads.

Following the development of the railway in the 19th century, weighbridges were used as the most efficient means to accurately weigh goods and determine freight costs. Over the last two centuries they have been essential to the operation of freight routes, where railway freight is charged according to weight and the distance carried.

The technology of the weighbridge is relatively straightforward. Essentially, the weighbridge consists of a sturdy weighing platform. The weighing platform sits over a pit in which a mechanism consisting of levers and rods transfers the weight of the vehicle to a 'steelyard' arm. The 'steelyard' is a calibrated scale which is used to calculate the weight of the vehicle. A 'poise' (counterpoise) runs along the 'steelyard' and is adjusted to the point where the arm is balanced. When the weight of the vehicle is balanced, the 'poise' will indicate the correct weight of the vehicle.

While in recent decades, the mechanical steelyard has been replaced with more sophisticated electronic digital systems, there are still over 65 functioning public weighbridges across Victoria. These are now mostly used for the weighing of heavy transports and road vehicles as a means of calculating road user charges.

Weighbridges on the Victorian Railways system

Weighing machines of one type or another have been an essential part of the Victorian Railways freight operating system since the mid-19th century. A Royal Commission between 1902 and 1903 (*Royal Commission to Inquire into the Question of Handling Grain in Bulk or Otherwise*) raised doubts about bulk produce handling practices, namely the weighing of wheat bag by bag, the quality and maintenance of the weighing device being used, and the practice of a buyer or seller weighing produce and potentially biasing the weight recorded. Following the recommendation of the Royal Commission, the Victorian Railways introduced a policy to provide a weighbridge at any station when justified by the amount of traffic.

Yarrawonga Railway Station

The Yarrawonga Railway Station opened in May 1886, extending the line that began at Benalla from St James to Yarrawonga. In 1916, supported by the Shire Council, locals of Yarrawonga and Mulwala wrote to the Railway Commissioners calling for a replacement of the earlier 10-ton weighbridge.

The 1916 weighbridge at Yarrawonga was manufactured by the Victorian Railways, with a 35-ton capacity. Due to the impact of World War I on the importation of weighbridges from England, the Victorian Railways began the local manufacture of weighbridges at the Newport Railway Workshops.

The Yarrawonga Weighbridge was the first and only cart weighbridge manufactured by the Victorian Railways with a 35-ton capacity, though there were several truck weighbridges with a 35-ton capacity including those at Ballarat and Maryborough stations, as well as one at the Newport Workshops.

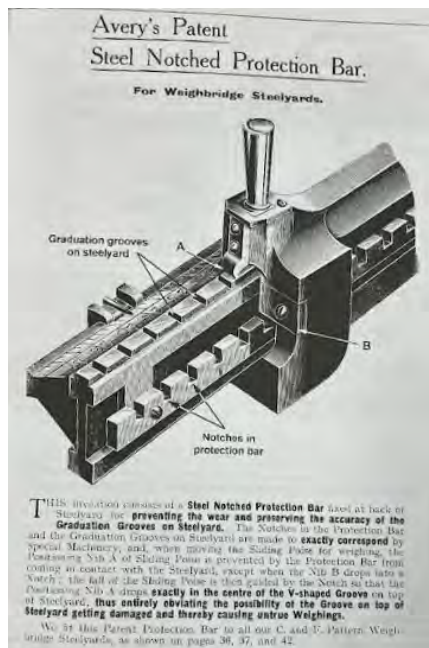
The Yarrawonga Weighbridge was also the first of the Victorian Railways' to be fitted with a protection bar to the steelyard to preserve the accuracy of measurements over frequent use. However, W&T Avery, one of the leading manufacturers of imported cart weighbridges, had a patent for a notched steel protection bar as early as 1909.

The approach to the platform preserves two different phases of vehicles used on the weighbridge. The original bluestone ground cover visible between the concrete aprons was suitable for the weighing of horse drawn carts as the bluestone prevented the ground from eroding with rain or the movement of carts on and off the platform.

The increasing use of motor lorries that exceeded the 20-foot platform in length meant that 'end-and-end' weighing was required. 'End-and-end' weighing was a technique whereby the front and rear of a long vehicle would be separately weighed as opposed to 'direct weighing' for short vehicles. Between 1943 and 1944, the Grain Elevators Board became concerned about the discrepancies between the weights registered on different weighbridges used for 'end-and-end' weighing of bulk wheat. An investigation found that discrepancies occurred when the approach on each side of the weighbridge was not level. To satisfy the Grain Elevator's Board, in April 1944, the Victorian Railways introduced two 24 feet long, level concrete approaches on either side of the platform to weighbridges at Yarrawonga and five other stations.

The Yarrawonga Weighbridge was owned by the Victorian Railways until 1981, when it was sold to the local shire. The weighbridge remained in use for commercial weighing until c. 2005. The railway complex, including railway yard, concrete silos, weighbridge, and railway station demonstrate the development of transport services and agricultural output in Yarrawonga.

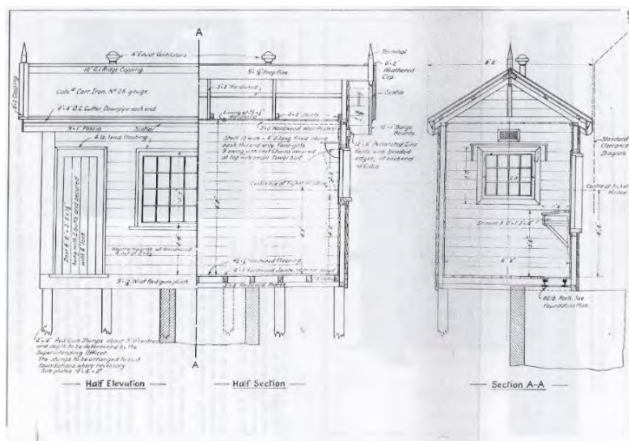
Historical images



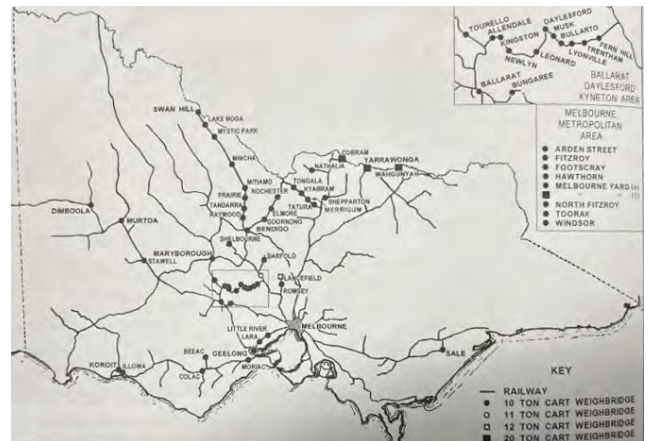
2015, Page from W & T Avery Ltd catalogue of 1909 showing notched protection. Source: Victorian Railways Reference Series No. 2 Mechanical Weighing Machines, Arthur Brook.



2015, End-and-end weighing of bulk wheat on the Yarrowonga weighbridge in November 1999. Source: Victorian Railways Reference Series No. 2 Mechanical Weighing Machines, Arthur Brook.



2015, Victorian Railways Drawing No. 1875.16 for the ticket-window weighbridge cabin. Source: Victorian Railways Reference Series No. 2 Mechanical Weighing Machines, Arthur Brook.



2015, Map of Victoria showing the location and weight capacity of 64 cart weighbridges owned by the Victorian Railways in 1906. Source: Victorian Railways Reference Series No. 2 Mechanical Weighing Machines, Arthur Brook.

Selected bibliography

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Further information

Traditional Owner Information

The place is located on the traditional land of the Yorta Yorta people. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this land is the Yorta Yorta Nation Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not included in the Victorian Aboriginal Heritage Register.

Integrity

The integrity of the place is good. The cultural heritage values of the Yarrawonga Weighbridge can be easily read in the extant fabric.

(June 2022)

Intactness

The intactness of the place is good.

The original 1916 weighbridge is intact; however, the original weighbridge cabin over the original steelyard has been replaced

(June 2022)

Condition

The condition of the place is good.

At the time of a site visit the weighbridge cabin was falling over and temporary fencing had been erected around the cabin, however this cabin is non original. The steelyard and weighing platform appear to be in good condition.

(June 2022)

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

Intactness/ Integrity/ Condition images



2022, Weighbridge cabin with temporary fencing.



2022, Weighbridge cabin interior.

Heritage Overlay	The place is included on the edge of HO232 of the Moira Planning Scheme for the Yarrawonga Railway Station.
Other Overlays	There are no other overlays for the place.
Other Listings	The place has been classified by the National Trust as having state level significance in 2004.
Other Names	There are no other widely known names for the place
Date of construction/creation	1916
Architect//Builder/Designer/Maker	The weighbridge was manufactured by the Victorian Railways.
Architectural style	Federation/Edwardian period

Statutory requirements under section 40

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

The Executive Director recommends that the Yarrawonga Weighbridge is not included in the VHR.

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

Name: Yarrawonga Weighbridge

Location: McNally Street and 29 Sharp Street Yarrawonga, Moira Shire.

Location diagram



Reasons for the recommendation, including an assessment of the State-level cultural heritage significance of the place (section 40(3)(c))

Following is the Executive Director's assessment of Yarrowonga Weighbridge against the tests set out in [The Victorian Heritage Register Criteria and Thresholds Guidelines \(2022\)](#). A place or object must be found by the Heritage Council to meet Step 2 of at least one criterion to meet the State level threshold for inclusion in the VHR.

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

Step 1 Test for Criterion A

No.	Test	Yes/No	Reason
A1)	Does the place/object have a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history?	Yes	The place has a clear association with the following historical phase in Victoria's cultural history: Administering and servicing the railway network.
A2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	The phase of administering and servicing the railway network is of historical importance having made a strong and influential contribution to Victoria. The cart weighbridge at Yarrowonga reflects the work undertaken by the Victorian Railways to provide a means of accurately determining railway freight charges. It reflects the role of Government railway workshops — such as Newport where this weighbridge was manufactured — in improving the efficiency of administering freight railway lines and the accuracy of measurements taken on commercial goods.
A3)	Is there evidence of the association to the event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history?	Yes	There is evidence of the association between the place and the historical phase of 'administering and servicing the railway network'. The association between the place and this process is evident in the fabric of the weighbridge, including the frame that provides detail of the manufacturer, the later introduction of concrete aprons that reflect the change from horse drawn carts to semi-trailers in the transportation of goods to the railway station, and the upgrading of the sliding poise to metric units.

If A1, A2 and A3 are all satisfied, then Criterion A is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion A is likely to be relevant.
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Step 2 State-level test for Criterion A

No.	Test	Yes/No	Reason
SA1)	Does the place/object allow the clear association with the event, phase, period, process, function, movement, custom or way of life of historical	No	The Yarrowonga Weighbridge does not allow the association with the historical phase 'administering and servicing the railway network' to be better understood than most railway weighbridges.

importance to be understood better than most other places or objects in Victoria with substantially the same association?

There are numerous examples of weighbridges and railway weighbridges, including weighbridges located within several historically significant railway precincts included in the VHR. Several of these surviving examples provide a better context to understand the importance of railway weighbridges within the administration of Victorian freight routes as the relationship between weighbridge and rail line can be better understood.

If SA1 is satisfied, then Criterion A is likely to be relevant at the State level

Executive Director's Response:

No

Criterion A is not likely to be relevant at the State level.

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

Step 1 Test for Criterion B

No.	Test	Yes/No	Reason
B1)	Does the place/object have a clear association with an event, phase, period, process, function, movement, custom or way of life of importance in Victoria's cultural history?	Yes	The place has a clear association with the following historical phase which is of importance in Victoria's cultural history: Administering and servicing the railway network.
B2)	Is there evidence of the association to the historical phases etc identified at B1)?	Yes	There is evidence of the association between the place and the phase of 'administering and servicing the railway network'. The physical fabric of the weighbridge and cabin, including the weighing platform and mechanism, original steelyard with updated metric units, and mechanical ticket printing carriage demonstrates the above theme.
B3)	Is there evidence that place/object is rare or uncommon, or has rare or uncommon features?	Yes	B3(i) There is no evidence that the place is rare or uncommon. The Victorian Railways had a policy of providing weighbridges at any station that could justify its installation. The map of weighbridges included above reveals that the place is an example of a common piece of railway infrastructure. B3(ii) There is evidence that the place has rare or uncommon features. The weighbridge at Yarrawonga is the only example of a 35-ton cart weighbridge manufactured by the Victorian Railways, meaning it does possess rare or uncommon features.

If B1, B2 AND B3 are satisfied, then Criterion B is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:

Yes

Criterion B is likely to be relevant.

Step 2 State-level test for Criterion B

No.	Test	Yes/No	Reason
SB1)	Is the place/object rare or uncommon, being one of a small number of places/objects remaining that demonstrates the event, phase, etc identified at B1)?	No	<p>The Yarrowonga Weighbridge is not rare or uncommon being one of a number of places that demonstrates the historical phase of 'administering and servicing the railway network'.</p> <p>As discussed above, there are numerous extant weighbridges across Victoria and several within larger railway complexes that demonstrate the administering and servicing of the railway network.</p>
SB2)	Is the place/object rare or uncommon, containing unusual features, and these features are of note and these features were not widely replicated in Victoria?	No	<p>The Yarrowonga Weighbridge is not rare or uncommon for containing unusual features.</p> <p>While the weighbridge is the only 35-ton cart weighbridge manufactured by the Victorian Railways, the importance of this feature is questionable. It is unlikely that the existence of a 35-ton weighbridge has any additional significance beyond a greater capacity for the weighing of goods that is not demonstrated by 20-ton and 10-ton weighbridges elsewhere. It is also noted that while Yarrowonga is the only 35-ton cart weighbridge, the Victorian Railways did have other 35-ton truck weighbridges.</p>
SB3)	Is the existence of the class place/object that demonstrates the historical phases at B1) endangered to the point of rarity due to threats and pressures on such places/objects in Victoria?	No	<p>The Yarrowonga Weighbridge is of the class of weighbridges. The class does demonstrate the historical phase: 'Administering and servicing the railway network'.</p> <p>This class is not endangered to the point of rarity due to threats and pressures on such places in Victoria.</p> <p>There are several weighbridges that are included in the broader registrations of railway precincts/complexes in the VHR, as well as those included in the heritage overlays of local planning schemes.</p>

If any one of SB1, SB2 OR SB3 is satisfied, then Criterion B is likely to be relevant at the State level

Executive Director's Response:	No	Criterion B is not likely to be relevant at the State level.
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CRITERION C: Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Step 1 Test for Criterion C

No.	Test	Yes/No	Reason
C1)	Does physical fabric and/or documentary evidence and/or associated oral history or cultural narratives relating to the place/object indicate a likelihood that the place/object contains evidence of cultural heritage significance that is	No	<p>No reliable or verifiable physical, documentary, or oral history evidence exists to provide a reasonable indication that physical evidence of research potential may be present.</p>

not currently visible and/or well understood or available from other sources?

C2) And, from what we know of the place/object, is the physical evidence likely to be of an integrity and/or condition that it could yield information through detailed investigation? N/A

If both C1 AND C2 are satisfied, then Criterion C is likely to be relevant (but not necessarily at the State level)

Executive Director's Response: No Criterion C is not likely to be relevant.

CRITERION D: Importance in demonstrating the principal characteristics of a class of cultural places and objects

Step 1 Test for Criterion D

No.	Test	Yes/No	Reason
D1)	Is the place/object one of a class of places/objects that has a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's history?	Yes	The Yarrowonga Weighbridge belongs to the class of railway weighbridges. This class has a clear association with the following in Victoria's history: Administering and servicing the railway network.
D2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	The above is a historical phase which has made a strong and influential contribution to Victoria. This phase relates to the ways in which freight has been transported across Victoria, and the systems of determining freight charges and cost of goods in conjunction with the railway.
D3)	Are the principal characteristics of the class evident in the physical fabric of the place/object?	Yes	The principal characteristics of the class are evident in the physical fabric of the Place. The weighbridge demonstrates the principal characteristics of railway weighbridges including loose-weight steelyard, upgraded ticket printing carriage with sliding poises, cast iron weighing platform and evidence of two different approaches (concrete and bluestone) that demonstrate the vehicles used at different points in time on the cart weighbridge.

If D1, D2 AND D3 are satisfied, then Criterion D is likely to be relevant (but not necessarily at the State level)

Executive Director's Response: Yes Criterion D is likely to be relevant.

Step 2 State-level test for Criterion D

No.	Test	Yes/No	Reason
SD1)	Is the place/object a notable (fine, influential or pivotal) example of the class in Victoria?	No	<p>The Yarrowonga Weighbridge is not a notable example of the class of railway weighbridges.</p> <p>While the Yarrowonga Weighbridge does display many characteristics typical of the class, these characteristics are not of a higher quality or historical relevance than is typical of the class. There are several railway and non-railway weighbridges included in the VHR, usually contained within a broader registration. These features of the class displayed at Yarrowonga are rather typical of weighbridges across Victoria.</p> <p>There is no evidence to suggest that the Yarrowonga Weighbridge influenced the construction of other places in this class, nor does the place capture a key evolutionary stage of the class.</p>

If SD1 is satisfied, then Criterion D is likely to be relevant at the State level

Executive Director's Response:	No	Criterion D is not likely to be relevant at the State level.
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CRITERION E: Importance in exhibiting particular aesthetic characteristics.

Step 1 Test for Criterion E

No.	Test	Yes/No	Reason
E1)	Does the physical fabric of the place/object clearly exhibit particular aesthetic characteristics?	Yes	The physical fabric of the place clearly exhibits aesthetic characteristics particular to good weighbridge design, including steelyard, the self-contained weighbridge with three lever system, and the level concrete approaches.

If E1 is satisfied, then Criterion E is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	Yes	Criterion E is likely to be relevant.
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Step 2 State-level test for Criterion E

No.	Test	Yes/No	Reason
SE1)	<p>Are the aesthetic characteristics 'beyond the ordinary' or are outstanding as demonstrated by:</p> <ul style="list-style-type: none">Evidence from within the relevant discipline (architecture, art, design or equivalent); and/orCritical recognition of the aesthetic characteristics of the place/object within a relevant art,	No	<p>There is no evidence that the aesthetic characteristics at the place are 'beyond the ordinary' or are outstanding.</p> <p>There has been no recognition from within the railway industry or the wider public that the aesthetic characteristics of the Yarrowonga Weighbridge are beyond the ordinary.</p>

- design, architectural or related discipline within Victoria; and/or
- Wide public acknowledgement of exceptional aesthetic qualities of the place/object in Victoria expressed in publications, print or digital media, painting, sculpture, songs, poetry, literature, or other media?

If SE1 is satisfied, then Criterion E is likely to be relevant at the State level

Executive Director's Response:	No	Criterion E is not likely to be relevant at the State level.
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CRITERION F: Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Step 1 Test for Criterion F

No.	Test	Yes/No	Reason
F1)	Does the place/object contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created?	No	<p>The Yarrowonga Weighbridge does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created.</p> <p>The physical evidence of the Yarrowonga Weighbridge demonstrates a typical application of weighbridge technology for the time in which it was created. There is no evidence to be found that the platforms, steelyard, or lever systems are outside of the standard designs produced for these elements by the Victorian Railways. In 'Victorian Railways Reference Series: No. 2 Mechanical Weighing Machines' Arthur Brook notes that all 20-ton and 35-ton truck weighbridges on the Victorian Railways were constructed to a standard Pooley truck weighbridge design which involved a three-lever system suspended under the platform from a cast iron frame. The cart weighbridge at Yarrowonga is also a three-lever system beneath a cast iron platform and frame. It is reasonable to assume that cart weighbridges produced by the Victorian Railways were to similarly standardised designs with varying weight capacities.</p> <p>The place is noted to be the first cart weighbridge with a protection bar on the steelyard owned by the Victorian Railways, however, designs for a protection bar to steelyards to preserve the accuracy of measurement had been innovated, patented, and applied some years before.</p>
F2)	Does the physical evidence demonstrate a high degree of integrity?	NA	

If **both** F1 and F2 are satisfied, then Criterion F is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	No	Criterion F is not likely to be relevant.
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CRITERION G: Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons

Step 1 Test for Criterion G

No.	Test	Yes/No	Reason
G1)	Does the place/object demonstrate social value to a community or cultural group in the present day in the context of its cultural heritage significance? Evidence must be provided for all three facets of social value listed here:		
i)	Existence of a community or cultural group; <u>and</u>	Yes	There is evidence that the place has social value in the present day to the local community due to its local historical significance. The Yarrawonga Weighbridge was in continuous use from 1917 until the early 2000s. However, its historical use is better assessed under criterion A.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; <u>and</u>	No	There is no evidence of a strong attachment of any community to the Yarrawonga Weighbridge. There is no evidence to suggest that the Yarrawonga Weighbridge has strong social or cultural associations within the community or more broadly.
iii)	Existence of a time depth to that attachment.	No	There is no evidence of a strong attachment to the place dating from any point in the weighbridge's history.

If all facets of G1 are satisfied, then Criterion G is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	No	Criterion G is not likely to be relevant.
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CRITERION H: Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

Step 1 Test for Criterion H

No.	Test	Yes/No	Reason
H1)	Does the place/object have a direct association with a person, or group of persons who has made a strong or influential contribution in their field of endeavour?	Yes	H1(i) There is a direct association between Yarrawonga Weighbridge and the Victorian Railways. The weighbridge was manufactured by the Victorian Railways. The cast iron plate to the frame of the platform bears a 'VR' to identify the manufacturer, as well as the year and weight capacity. H1(ii) The Victorian Railways have made a strong or influential contribution in their field. The Victorian Railways was the responsible authority for the operation of Victorian railway transport from 1859.

H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	<p>There is evidence of the association between the Yarrowonga Weighbridge and the Victorian Railways.</p> <p>The cast iron plate to the weighbridge is physical evidence of the association between the Yarrowonga Weighbridge and the Victorian Railways. The Victorian Railways Reference series also notes that Victorian Railways had a policy of providing a cart weighbridge to any station where local traders could justify its installation. This appears to be the reason for the Victoria Railways manufactured weighbridge at Yarrowonga.</p>
H3)	Does the association relate: <ul style="list-style-type: none"> • directly to achievements of the person(s); <u>and</u> • to an enduring and/or close interaction between the person(s) and the place/object? 	No	<p>H3(i) The association between the Yarrowonga Weighbridge and the Victorian Railways does not relate directly to the achievements of the Victorian Railways.</p> <p>The Victorian Railways was responsible for the administration of many railway routes and weighbridges across Victoria. While the Yarrowonga Weighbridge was manufactured by the Victorian Railways at the Newport Railway Workshops and was installed as part of the policy to fit weighbridges at any railway station that could demonstrate the need, this does not relate directly to the broader achievements of the Victorian Railways in administering the railway and freight networks.</p> <p>H3(ii) The association does not relate to a close and enduring interaction between the Victorian Railways and the Yarrowonga Weighbridge.</p> <p>The relationship between the Victorian Railways and the Yarrowonga Weighbridge is no closer or stronger than that relationship that exists at any other railway station in Victoria.</p>

If all facets of H1, H2 AND H3 are satisfied, then Criterion H is likely to be relevant (but not necessarily at the State level)

Executive Director's Response:	No	Criterion H is not likely to be relevant.
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Comparisons

The following categories were selected as comparators to the Yarrawonga Weighbridge:

1. Weighbridges associated with railway stations.
2. Cart weighbridges associated with other place types.
3. Weighbridges included in local heritage overlays.

These places have been selected as comparators to the Yarrawonga Weighbridge because they demonstrate the ubiquity of weighbridges in the late 19th and early 20th centuries in places associated with the manufacture and transportation of goods. Weighbridges are generally included within a broader registration (e.g., a railway complex) because they enable greater understanding of a place's cultural heritage significance by demonstrating the associated historical processes and practices.

1. Weighbridges associated with railways

BALLARAT RAILWAY COMPLEX

140 LYDIARD STREET, NORTH BALLARAT CENTRAL AND 202 LYDIARD STREET NORTH AND NOLAN STREET, SOLDIERS HILL AND SCOTT PARADE AND 60 CORBETT STREET, BALLARAT EAST AND 75 HUMFFRAY STREET NORTH, BAKERY HILL, BALLARAT CITY

H0902

The Ballarat Railway Complex is of historic, architectural, social and technological significance as a grand nineteenth century railway complex that is emblematic of the economic importance of Ballarat, the largest mining centre of the central Victorian goldfields. The weighbridge at Ballarat burned down in 2014, but the timber cabin was reconstructed as part of a permit issued in 2019. The steelyard and weighbridge platform survived the fire and have been retained in situ. This, alongside the other buildings within the complex, demonstrates the history and practices of nineteenth century freight transportation.



2023, Weighbridge, Source: Hermes

FLINDERS STREET RAILWAY STATION COMPLEX

H1083

207-361 FLINDERS STREET, MELBOURNE, MELBOURNE CITY

The Flinders Street Railway Station Complex is architecturally and historically significant as an example of an early 20th century railway building, the centre of the suburban railway system, and a major landmark within the city and the state. The weighbridge at Flinders Street Station is housed in the former parcel yard and dock. The 1928 weighbridge was manufactured by the Australasian Scale Company (ASCO) and was used by the Victorian Railways for the weighing of parcels. The weighbridge is an example of freight handling infrastructure that was used at the station and is demonstrative of the key role and duties of the station within the broader freight transport network.



2013, Weighbridge Flinders Street Parcel Siding.

CART WEIGHBRIDGE, BENDIGO RAILWAY STATION

RAILWAY PLACE, BENDIGO

(The cart weighbridge is not included in the VHR or HO)

This 1924 Victorian Railways fabricated 20-ton weighbridge is an example of a cart weighbridge with intact weighing mechanism and timber cabin. It is located within the former Bendigo railyards and close to the 1860s brick former Railway Goods Shed (Heritage Overlay HO238). The weighbridge and mechanism was refurbished in 1995 as part of the conversion of the Goods Shed to the Bendigo Discovery Science & Technology Centre.



2015 Bendigo Cart Weighbridge, Source: Google Street View

2. Cart weighbridges at other place types

PART OF FORMER FOY AND GIBSON COMPLEX

95-101 OXFORD STREET, COLLINGWOOD, YARRA CITY

H0897

The part of the former Foy and Gibson complex at 95-101 Oxford Street is historically significant as a 19th and 20th century industrial complex and is an example of early department store retailing. It is of architectural significance as an imposing and intact example of late 19th century industrial architecture and its associations with eminent Melbourne architect, William Pitt. The weighbridge relates to the factories housed in Collingwood at this time, and the transportation of goods for a major department store. The weighbridge contributes to an understanding of the processes of the retail manufacturing complex.



July 2019, Weighbridge, Source: Google Street View

FAIRFIELD

3210 MURRAY VALLEY HIGHWAY, RUTHERGLEN, INDIGO SHIRE

H0700

Fairfield is historically and architecturally significant as one of Australia's largest ever winery and vineyard complexes. The complex demonstrates the large-scale wine and spirit making techniques of the later nineteenth century within a large agricultural estate. It comprises the important material legacy of one of Australia's largest ever winery and vineyard making complexes. The surviving weighbridge in the ferment house is a W&T Avery loose weight steelyard with cast iron platform. In conjunction with the 19th century wine making technology and machinery, the weighbridge at Fairfield contributes to a deeper understanding of winemaking processes in the later decades of the 19th century.



1987, cart weighbridge at Fairfield.

3. Weighbridges in HOs

FORMER GASWORKS COMPLEX WITH WALL

GRAHAM STREET, SOUTH MELBOURNE 3205

HO139

The former South Melbourne Gasworks is significant as an example of Port Melbourne's 19th century industrial heritage. The establishment of a local gasworks meant improved living standards for the people of South Melbourne and Sandridge. The weighbridge at the former South Melbourne gasworks was built with a 20-ton capacity by W&T Avery and features a cast iron platform and frame. Coal was hauled to the gasworks initially by light steam tram, and later by horse-drawn drays and then lorries, where it would be weighed before processing. The weighbridge illustrates a key historical process of the gasworks, and as part of the gasworks site, tells a broader story about the history of gas power in Melbourne.



2023, Gasworks Art Park, weighbridge on Graham Street. Source: Open House Melbourne, photo by Daryl Groves.

BAND ROTUNDA AND WEIGHBRIDGE

NEWCOMBE STREET, PORTARLINGTON 3223

HO1575

Located on the Portarlington foreshore, the band rotunda and weighbridge are significant as a reminder of Portarlington's historical importance as a major port. The original weighbridge building was replaced by the present rotunda structure in 1910, however the extant W&T Avery weighbridge platform was constructed in 1891. The weighbridge demonstrates the importance of Portarlington as a commercial and agricultural centre, with vessels transporting grain and later passengers to both Melbourne and Geelong.



2014, Rotunda weighbridge. Source: POI Australia

Summary of Comparisons

In addition to the above comparative examples, there are numerous surviving examples of railway weighbridges at railway stations and sidings across Victoria, especially in the grain growing areas. While many are now disused, they survive in numbers because the weighbridge mechanisms (iron weighing platforms, mechanisms, and steelyards) are robust. In many cases, the original timber weighbridge cabin may not have survived but will have been replaced with a more contemporary structure. Even in locations where the original railway station buildings may have been removed, the weighbridge and silos will remain. Along the railway line between Benalla and Yarrawonga, there are surviving cart weighbridges at the rail sidings at Goorambat, Devenish, and St James.

Different types of weighbridges are representative of a range of activities associated with railways, agriculture, and industrial manufacturing. The inclusion of weighbridges in the VHR relates to the weighbridge's ability to illustrate the processes and activities of a broader place type. The historical function of the Yarrawonga Weighbridge is dependent on the context of Yarrawonga Railway Station — including the grain silos, the station's proximity to the now demolished mill within Yarrawonga, and the use of freight railway lines for the transportation of goods across Victoria. Like the South Melbourne Gasworks Weighbridge and the Portarlington Rotunda Weighbridge, the Yarrawonga Weighbridge is best understood as contributing to the local significance of the railway complex.

Appendix 1

Heritage Council determination (section 41)

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

Making a submission to the Heritage Council (section 44)

Within the period of 60 days, any person or body with a real and substantial interest in the place or object may make a submission to the Heritage Council regarding the recommendation and request a hearing in relation to that submission. Information about making a submission and submission forms are available on the Heritage Council's website.

Consideration of submissions to the Heritage Council (section 46)

- (1) The Heritage Council must consider—
 - (a) any written submission made to it under section 44; and
 - (b) any further information provided to the Heritage Council in response to a request under section 45.
- (2) The Heritage Council must conduct a hearing in relation to a submission if—
 - (a) the submission includes a request for a hearing before the Heritage Council; and
 - (b) the submission is made by a person or body with a real or substantial interest in the place or object that is the subject of the submission.
- (3) Despite subsection (2), the Heritage Council may conduct a hearing in relation to a submission in any other circumstances the Heritage Council considers appropriate.

Determinations of the Heritage Council (section 49)

- (1) After considering a recommendation that a place or object should or should not be included in the Heritage Register and any submissions in respect of the recommendation and conducting any hearing into the submissions, the Heritage Council may—
 - (a) determine that the place or part of the place, or object, is of State-level cultural heritage significance and is to be included in the Heritage Register; or
 - (b) determine that the place or part of the place, or object, is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
 - (c) in the case of a recommendation in respect of a place, determine that the place is not to be included in the Heritage Register but—
 - (i) refer the recommendation and any submissions to the relevant planning authority for consideration for an amendment to a planning scheme; or
 - (ii) determine that it is more appropriate for steps to be taken under the Planning and Environment Act 1987 or by any other means to protect or conserve the place; or
 - (d) in the case of a recommendation in respect of additional land which has been nominated to be included in the Heritage Register as part of a registered place in accordance with section 32, determine that the land be included in the Heritage Register if—
 - (i) the State-level cultural heritage significance of the place would be substantially less if the land or any part of the land which is or has been used in conjunction with the place were developed; or
 - (ii) the land surrounding the place is important to the protection or conservation of the place or contributes to the understanding of the place; or

- (e) determine that the object is integral to understanding the cultural heritage significance of a registered place or a place the Heritage Council has determined to be included in the Heritage Register.
- (2) The Heritage Council must make a determination under subsection (1)—
 - (a) within 40 days after the date on which written submissions may be made under section 44; or
 - (b) if any hearing is conducted into the written submissions, within 90 days after the completion of the hearing.
- (3) A determination that a place or part of a place, or object, should be included in the Heritage Register may include categories of works or activities which may be carried out in relation to the place or object for which a permit under this Act is not required, if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place or object.
- (4) If the Heritage Council determines to include a place in the Heritage Register, with the consent of the owner of the place, the Heritage Council may determine to include in the Heritage Register additional land of the owner that is ancillary to the place.
- (5) If a member of the Heritage Council makes a submission under section 44 in respect of a recommendation, the member must not take part in the consideration or determination of the Heritage Council.
- (6) The Heritage Council must notify the Executive Director of any determination under this section as soon as practicable after the determination.

Obligations of owners of places and objects (section 42)

- (1) The owner of a place or object to whom a statement of recommendation has been given must advise the Executive Director in writing of—
 - (a) any works or activities that are being carried out in relation to the place or object at the time the statement is given; and
 - (b) any application for a planning permit or a building permit, or for an amendment to that permit, that has been made in relation to the place but not determined at the time the statement is given; and
 - (c) any works or activities that are proposed to be carried out in relation to the place or object at the time the statement is given.
- (2) An advice under subsection (1) must be given within 10 days after the statement of recommendation is given under section 40.
- (3) The owner of a place to whom a statement of recommendation has been given must advise the Executive Director in writing of an application, permit or amendment if, before a determination under section 49 or 52 in respect of a place—
 - (a) an application for a planning permit or a building permit or for an amendment to that permit in relation to the place is made; or
 - (b) a planning permit or building permit or an amendment to that permit in relation to the place is granted.
- (4) An advice under subsection (3) must be given within 10 days after the making of the application or the grant of the permit or amendment.
- (5) The owner of a place or object to whom a statement of recommendation has been given must advise the Executive Director in writing of the following activities or proposals if, before a determination is made under section 49 or 52 in respect of a place or object—
 - (a) any activities are carried out in relation to the place or object that could harm the place or object;
 - (b) any activities are proposed to be carried out in relation to the place or object that could harm the place or object.
- (6) An advice under subsection (5) must be given within 10 days after the owner becomes aware of the activity or the proposal, as the case requires.

- (7) If, before a determination is made under section 49 or 52 in respect of a place or object, a proposal is made to dispose of the whole or any part of the place or object, the owner of the place or object must advise the Executive Director in writing of that proposal.
- (8) An advice under subsection (7) must be given at least 10 days before entering into the contract for the disposal of the place or object.
- (9) The owner of a place or object who proposes to dispose of the whole or any part of the place or object before a determination is made under section 49 or 52 in respect of the place or object must, before entering into a contract for that disposal, give a copy of the statement of proposed contract, is to acquire the place or object or part of the place or object.

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

An owner of a place or object to whom section 42 applies must comply with that section.

Penalty: In the case of a natural person, 120 penalty units;

In the case of a body corporate, 240 penalty units.