

# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

**Name:** Parkdale Railway Station  
**Address:** Como Parade West,  
Parkdale  
**Local Government Authority:** Kingston City



Parkdale Railway Station (Signal Box and Ticketing Office) (March 2022)

## Executive Director recommendation

Under Part 3, Division 3 of the *Heritage Act 2017* ('the Act') I recommend to the Heritage Council of Victoria that Parkdale Railway Station, Como Parade West, Parkdale should not be included in the Victorian Heritage Register (VHR).

**STEVEN AVERY**  
Executive Director, Heritage Victoria  
DATE OF RECOMMENDATION: 18 May 2022



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## 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 *Heritage Act 2017*.

The very high benchmark or ‘threshold’ for inclusion in the VHR is demonstrated by the fact that as of 2019, there were just over 2,320 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 heritage places were protected at a State-level by inclusion in the VHR compared with 90% being protected by local government.

Heritage Victoria’s responsibility is to assess whether a place or object is of cultural heritage significance at the State-level. Heritage Victoria cannot assess or advise as to whether a place is of local-level significance, this being a matter for local government.

This current process under the *Heritage Act 2017* has been initiated to establish whether the place or object is of cultural heritage significance to the State of Victoria. Any recommendation or finding should not be seen to overshadow or outweigh any significance that the place or object may otherwise retain, particularly at the local level.



# **Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria**

## **Executive Director recommendation to the Heritage Council**

The Executive Director, Heritage Victoria ('Executive Director') recommends that the Heritage Council not include Parkdale Railway Station, Como Parade West, Parkdale in the VHR in accordance with section 49 of the Act by determining:

- That Parkdale Railway Station is not of State-level cultural heritage significance and should not be included in the VHR in accordance with s.49(1)(b) of the Act.
- The information presented in this recommendation suggests that Parkdale Railway Station may be of potential local significance.
- Under section 49(1)(c)(i) of the Act, the Heritage Council may wish to:
  - refer the recommendation and any submissions to the relevant planning authority for consideration for an amendment to a planning scheme



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## 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 with a real and substantial interest in the place or object. 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 of Victoria's website:

<https://heritagecouncil.vic.gov.au/registrations-reviews/executive-director-recommendations/>

### 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. 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, Heritage Victoria in writing of any works or activities that are being carried out, proposed or planned for the place.

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.



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## Description

The following is a description of Parkdale Railway Station at the time of the site inspection by Heritage Victoria in March 2022.

Parkdale Railway Station is located immediately to the north of the Parkers Road level crossing, approximately midway between Mentone and Mordialloc Stations on the Frankston line. The Parkdale Railway Station consists of several timber structures located on both upside and downside platforms completed in a simplified Edwardian design.

The former integrated signal box and ticketing office, characteristic of the 'Parkdale' style of stations, is located at the southern end of the upside platform, facing directly onto the Parkers Road crossing. The signal box projects to the edge of the platform and sits underneath the main metal gable roof. It features extensive glazing (now largely obscured) for observing both city and Frankston bound trains, as well as a brick chimney facing onto Parkers Road. The ticket box extends from the northern side of the signal box underneath a projecting gable roof and verandah, forming the main entrance to the upside platform.

Original timber shelters, heavily modified, are located midway along both platforms. Both shelters are open to the platform and sit under simple gable roofs with matching verandahs.

Other structures include a gable roofed timber ticket office at the southern end of the downside platform, a later addition forming the main entrance for Frankston-bound trains (c1985-1995), and a pair of simple glass shelters in a contemporary design at the northern end of the upside platform.

Landscaping provides the setting for both platforms and includes potentially original elements such as bluestone retaining walls and planter boxes. A pair of established Canary Island palms is located at the northern end of the upside platform.



2022, former signal box and ticketing office



2022, upside platform shelter

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2022, downside platform shelter



2022, downside platform ticket office (later addition)



2022, Canary Island palms at northern end of upside platform

## History

### Development of the Frankston Railway Line

Growing recognition of the role of railways in supporting the development of Melbourne's outer suburbs saw steady growth of the network throughout the second half of the nineteenth century. The extension of the line from Caulfield to Mordialloc in 1881 encouraged development at communities such as Bentleigh, Moorabbin, Cheltenham and Mentone<sup>1</sup>. Subsequent extension of the line from Mordialloc to Frankston in 1882 further opened up land for development, including a boost to the farming communities around Carrum.

The Frankston Railway Line was duplicated in 1888 and fully electrified by 1923, further boosting the appeal to developers in what had previously been a relatively inaccessible area to the city's south<sup>2</sup>. The influx of residents led to increasing local pressure around the establishment of stations to cater for the rapidly growing population,

<sup>1</sup> Living Histories, *City of Kingston Heritage Study Stage One Report*, 2000

<sup>2</sup> ibid



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resulting in the creation of the majority of the existing stations between Mordialloc and Frankston from the 1890s through to the 1920s.

## Planning for a railway station at Parkdale

Local interest in the construction of a railway station at Parkers Road servicing the area formerly known as Mentone South (now Parkdale) began in the early 1900s. The need for a station at Parkers Road was initially dismissed by the Railway Department on the basis that the distance between the well-established stations at Mentone and Mordialloc was just over 2 miles<sup>3</sup>. Although sustained community pressure finally led to the approval of a station in 1914, the outbreak of World War 1 delayed construction until later in the decade.

## Construction of Parkdale Railway Station

Construction finally began in 1919 at Parkers Road, leading to the adoption of 'Parkdale' as the name of the new station<sup>4</sup>. The complex was completed in a simplified Edwardian style, lacking the decorative flourishes found at other stations from the same period such as Ripponlea (c1913) and nearby Mentone (rebuilt c1914 following a fire).

The complex was centred around a combined signal box and ticketing office on the southern end of the upside platform (directly facing Parkers Road), a feature that would eventually define what Ward and Donnelly describe as the 'Parkdale' style<sup>5</sup>. Timber shelters were constructed midway along both platforms and incorporated heated waiting rooms and toilet facilities. Extensive landscaping softened the setting of the station, particularly the side facing the newly established shopping precinct along Como Parade West, including the planting of Canary Island palms.

## Modernisation of the station

Modernisation of the station led to the incremental removal of a number of original elements. By the 1980s the timber pickets surrounding the station had been replaced with a modern chain link fence and the automation of the signalling system led to the replacement of the timber crossing gates with booms.

Although the original form of the integrated signal box and ticket office is still observable, its repurposing for administrative purposes by Victoria Police led to changes to its external appearance (such as the concealment of windows) and the removal of all signalling equipment internally.

Notable changes to the platform shelters include their reduction in size via the removal of the chimneys and toilets, and the opening up of the formerly enclosed waiting rooms.

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<sup>3</sup> Kingston Historical Society, *Parkdale Railway Station*, available at: <https://localhistory.kingston.vic.gov.au/articles/204> , viewed 13 April 2022

<sup>4</sup> ibid

<sup>5</sup> A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 4: The Twentieth Century, 1900-1930 (including Portable Station Buildings)*, 1982, pp84-87

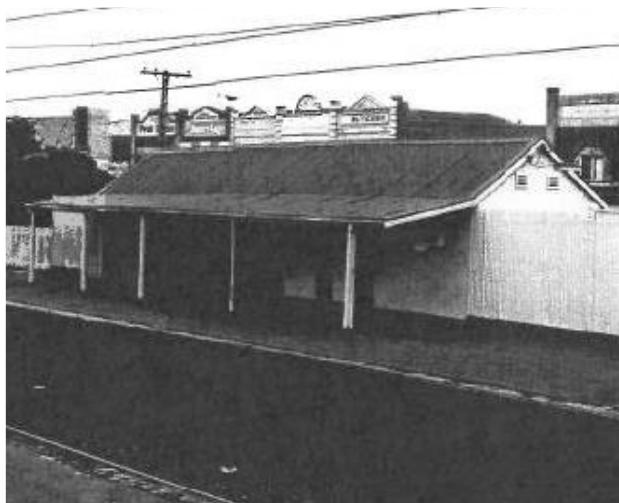
# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria



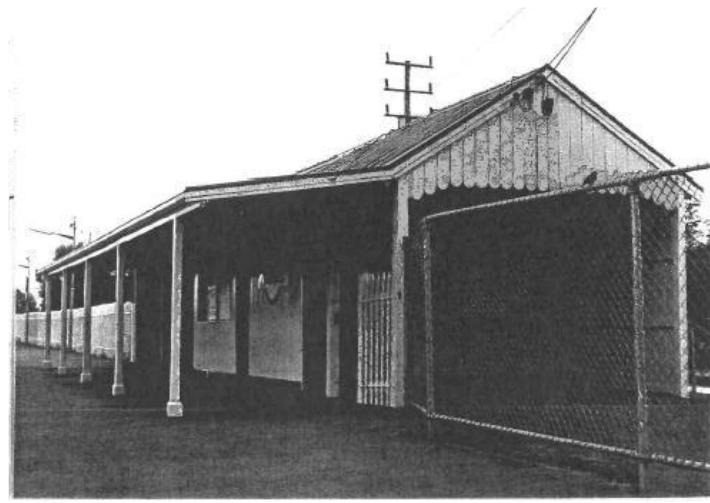
1919, Parkdale Railway Station  
Source: State Library of Victoria



c1980, Signal box and ticketing office:  
Source: Victorian Railways History Facebook group



c1982, Upside Platform Shelter  
Source: Ward and Donnelly, *Victoria's Railway Stations: An Architectural Survey* (1982)



c1982, Downside Platform Shelter  
Source: Ward and Donnelly, *Victoria's Railway Stations: An Architectural Survey* (1982)

## Selected bibliography

Kingston Historical Society, *Parkdale Railway Station*, available at:  
<https://localhistory.kingston.vic.gov.au/articles/204>

Living Histories, *City of Kingston Heritage Study Stage One Report*, 2000

A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 4: The Twentieth Century, 1900-1930 (including Portable Station Buildings)*, 1982



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## Further information

<b>Relevant Authority</b>	City of Kingston
<b>Heritage Overlay</b>	There is no Heritage Overlay for this place
<b>Other Overlays</b>	There are no other overlays for this place
<b>Other Listings</b>	There are no other listings for this place
<b>Other Names</b>	There are no other names for this place
<b>Date of construction/creation</b>	1919
<b>Architect</b>	There is no known architect for this place
<b>Architectural style</b>	Federation/Edwardian Period (1902-c.1918)

### Traditional Owner Information

Parkdale Railway Station is located on the traditional land of the Bunurong people of the Kulin Nation. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this place is the Bunurong Land Council Aboriginal Corporation.

### Victorian Aboriginal Heritage Register

Parkdale Railway Station is not included in the Victorian Aboriginal Heritage Register.

The place is in an area of Aboriginal cultural heritage sensitivity associated with the Bunurong people's occupation of this coastal location.

### Integrity

The integrity of the place is good. Despite changes to the various station buildings (most notably the reduction in size of the passenger shelters) the local cultural heritage values of the place can be read in the extant fabric, especially the integrated signal box and ticket office. (March 2022)

### Intactness

The intactness of the place is fair. The structures and landscaping have undergone a degree of change that would reasonably be expected of an operational railway station. This includes the complete removal of a number of original features, such as the timber picket fence and crossing gates, as well as changes to several of the station buildings. Some original elements of the landscaping are also still evident, most notably the Canary Island palms located at the northern end of the upside platform. The passenger platforms and associated structures on both the upside and downside shelters have undergone alterations that have substantially impacted their appearance. While the degree of change to the main signal box and ticket office building is less pronounced, the concealment of most of the window openings has impacted its external appearance. (March 2022)

### Condition

The condition of the place is good. No outstanding maintenance or conservation issues were observed in either the station buildings or landscaping. (March 2022)



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## Statutory requirements under section 40.

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

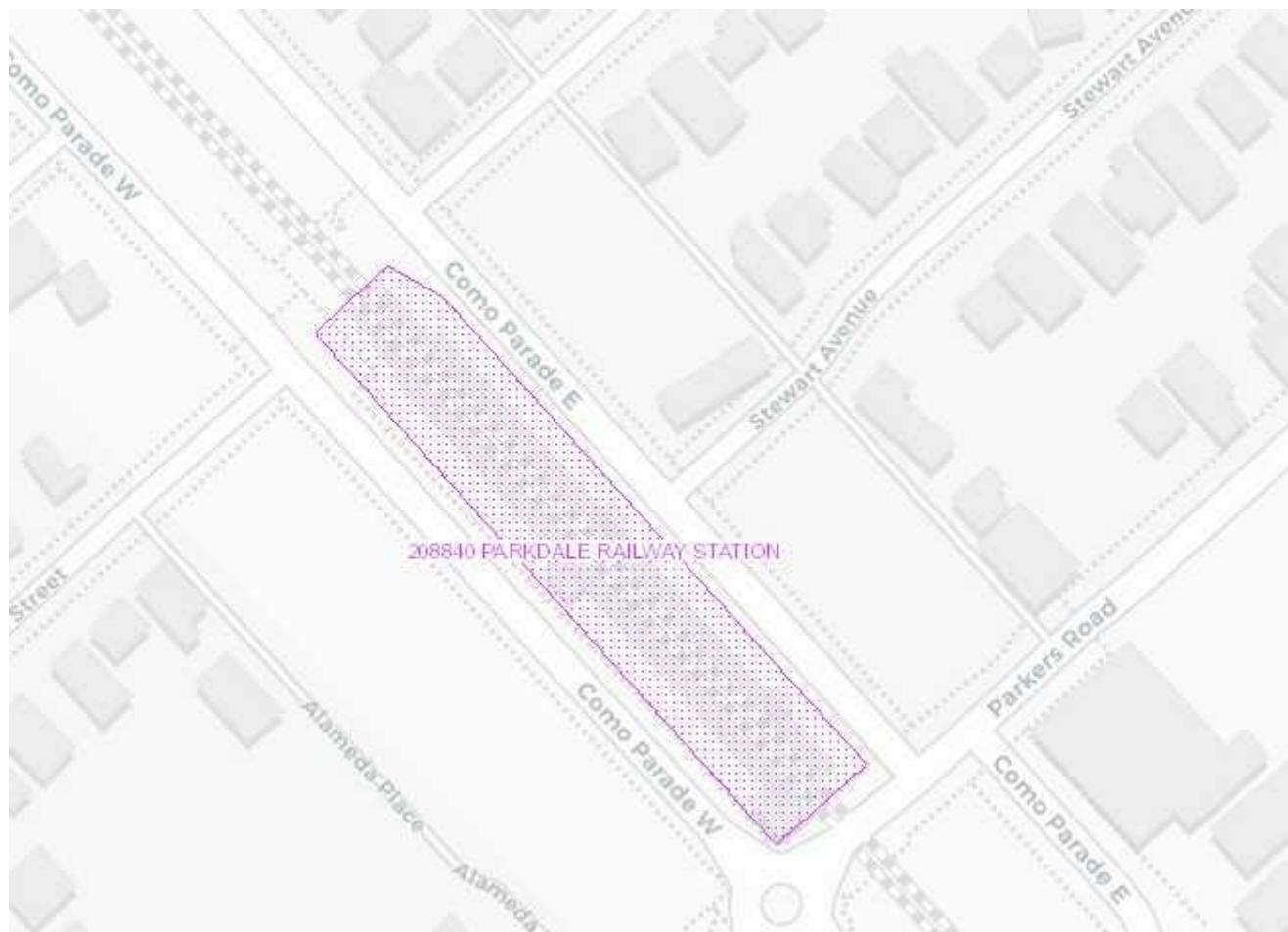
The Executive Director, Heritage Victoria, recommends that Parkdale Railway Station is not included in the VHR.

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

**Name:** Parkdale Railway Station

**Address:** Como Parade West, Parkdale VIC 3915

### Location diagram (section 40(3)(b))



Parkdale Railway Station, Como Parade West, Parkdale. The purple area indicates the nominated extent.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

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

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

The place/object has a *CLEAR ASSOCIATION* with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history.  
*plus*  
The association of the place/object to the event, phase, etc *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources or oral history.  
*plus*  
The *EVENT, PHASE, etc* is of *HISTORICAL IMPORTANCE*, having made a strong or influential contribution to Victoria.

#### **Executive Director's Response**

Parkdale Railway Station has a clear association with the electrification and expansion of Melbourne's suburban railway network in the early twentieth century. The association of the place with this phase is evident in the complex of original station buildings. This phase is of historical significance, having been key in the development of Melbourne's suburbs.

Step 1 of Criterion A is likely to be satisfied.

#### **Step 2: State Level significance test for Criterion A**

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

#### **Executive Director's Response**

Parkdale Railway Station does not provide a better understanding of the expansion of Melbourne's railway network in the early twentieth century than other places in Victoria with the same association. Although the place is the last intact example of the 'Parkdale' style, there are other railway station complexes from a similar period that are currently included in the VHR. These include Auburn Railway Station (H1559), Caulfield Railway Station Complex (H1665), Essendon Railway Station Complex (H1562), Glenferrie Railway Station Complex (H1671), and Malvern Railway Station (H1575). As highly intact stations complexes with a range of buildings and features they better express the association with the expansion of the network around metropolitan Melbourne.

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



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

### Step 1: Test for Satisfying Criterion B

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

*plus*

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

*plus*

The place/object is *RARE OR UNCOMMON*, being one of a small number of places/objects remaining that demonstrates the important event, phase etc.

*or*

The place/object is *RARE OR UNCOMMON*, containing unusual features of note that were not widely replicated

*or*

The existence of the *class* of place/object that demonstrates the important event, phase etc is *ENDANGERED* to the point of rarity due to threats and pressures on such places/objects.

### Executive Director's Response

Parkdale Railway Station has a clear association with the expansion and electrification of Melbourne's suburban railway network in the early twentieth century. The association of the place to this network expansion is still evident in the complex of original station buildings, including the arrangement of signal box and ticketing office that are integrated into a single building. The design principles expressed at Parkdale were subsequently adopted at other railway stations on the suburban network in what became known as the 'Parkdale' style that defined the stations along the Frankston line between Aspendale and Seaford. A smaller number of Parkdale-style suburban stations were also constructed at other locations on the network, specifically at Tottenham, Clayton and Springvale. Subsequent replacement of many of these stations means that Parkdale is now the last remaining example of the Parkdale group.

Despite this, it cannot be considered rare or uncommon as one of a small number of places that demonstrate the phase of the expansion and electrification of Melbourne's suburban railway network in the early twentieth century. A great number of Melbourne's railway stations were constructed in this period and many remain extant. Several examples are already included in the VHR. Parkdale Railway Station therefore represents a very narrow subset of stations that sits within the larger class of Edwardian railway stations that are common across the State. Although the combined ticket office and signal box is an interesting design variation, it is one of many such variations seen across the Victorian rail network and it cannot be considered a feature of note. This class is not endangered to the point of rarity, as evidenced in the comparisons section.

Step 1 of Criterion B is not likely to be satisfied.

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

### Step 1: Test for Satisfying Criterion C

The:

- visible physical fabric; &/or
- documentary evidence; &/or
- oral history,

relating to the place/object indicates a likelihood that the place/object contains *PHYSICAL EVIDENCE* of *historical interest* that is *NOT CURRENTLY VISIBLE OR UNDERSTOOD*.

*plus*

From what we know of the place/object, the physical evidence is likely to be of an *INTEGRITY* and/or *CONDITION* that it *COULD YIELD INFORMATION* through detailed investigation.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Executive Director's Response

The physical fabric of Parkdale Railway Station is not likely to contain evidence of historical interest that is not currently visible or understood.

Step 1 of Criterion C is not likely to be satisfied.

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

### Step 1: Test For Satisfying Criterion D

The place/object is one of a *CLASS* of places/objects that has a *clear ASSOCIATION* with an event, phase, period, process, function, movement, important person(s), custom or way of life in Victoria's history.

*plus*

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

*plus*

The principal characteristics of the class are *EVIDENT* in the physical fabric of the place/object.

## Executive Director's Response

Parkdale Railway Station is of a class of Edwardian Railway stations. This class has an association with the electrification and expansion of Melbourne's railway system during the early decades of the twentieth century.

The principal characteristics of this class are evident on the physical fabric of the place, namely the collection of timber buildings in restrained Edwardian style, surrounding remnant landscaping and arrangement of features at the place.

Step 1 of Criterion D is likely to be satisfied.

### Step 2: State Level Significance Test Criterion D

The place/object is a *NOTABLE EXAMPLE* of the class in Victoria (refer to Reference Tool D).

## Executive Director's Response

Despite the clear association of the place with the expansion of Melbourne's metropolitan railway system in the early twentieth century, Parkdale Railway Station is not a notable example of an Edwardian Railway station. Notable examples in the VHR include Mentone Railway Station and Gardens (H1588) and Ripponlea Railway Station (H2099) and, regionally, Gisborne Railway Station Complex (H1581), Murrayville Railway Station (H1580), and Managatang Railway Station Complex (H1576).

Under the definitions provided in Reference Tool D, the Parkdale Railway Station cannot be considered fine, highly intact, pivotal or influential. Parkdale does not display the range or quality of characteristics of other examples in Victoria, namely those already included in the VHR.

Criterion D is not likely to be satisfied at the State level.

## CRITERION E: Importance in exhibiting particular aesthetic characteristics.

### Step 1: Test for Satisfying Criterion E

The *PHYSICAL FABRIC* of the place/object clearly exhibits particular aesthetic characteristics.

## Executive Director's Response

Parkdale Railway Station does not exhibit particular aesthetic qualities or characteristics. With the exception of the aesthetic interest around the combined signal box and ticketing office the complex as a whole is of a purely functional design and was deliberately finished with minimal Edwardian decoration at the time of its construction.

Step 1 of Criterion E is not likely to be satisfied.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## CRITERION F: Importance in demonstrating a high degree of creative or technical achievement at a particular period.

### Step 1: A Test for Satisfying Criterion F

The place/object contains *PHYSICAL EVIDENCE* that clearly demonstrates creative or technical *ACHIEVEMENT* for the time in which it was created.  
*plus*  
The physical evidence demonstrates a *HIGH DEGREE OF INTEGRITY*.

#### *Executive Director's Response*

Parkdale Railway Station does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created.

Step 1 of Criterion F is not likely to be satisfied.

## 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 Satisfying Criterion G

Evidence exists of a community or cultural group.  
(*A community or cultural group is a group of people who share a common interest, including an experience, purpose, belief system, culture, ethnicity or values.*)  
*plus*  
Evidence exists of a strong attachment between the COMMUNITY OR CULTURAL GROUP and the place/object in the present-day context.  
*plus*  
Evidence exists of a time depth to that attachment.

#### *Executive Director's Response*

Parkdale Railway Station has a strong association with the local community in Parkdale and surrounds and was originally established after much agitation by residents. It has continued to serve the local area for over a century and played a central role in the establishment of the suburb of Parkdale. This is particularly evident in the adjacent shopping precinct along Como Parade West that was rapidly established upon completion of the station, and the promotion of Parkdale as a seaside holiday destination along similar lines to the neighbouring suburbs of Mentone and Mordialloc.

Step 1 of Criterion G is likely to be satisfied.

### Step 2: State Level Significance Test for Criterion G

Evidence exists that the social value resonates at a State Level,  
that is across the 'broader Victorian community'.  
(*'Resonance' means the extent to which the social value of a place/object can be demonstrated to exert an influence. The social value must resonate beyond a particular local, social or cultural community into the 'broader Victorian community'.*)

**Plus**

Evidence exists that the social value is part of an event or story that contributes to 'Victoria's identity.'



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## **Executive Director's Response**

Despite the significance of the place to the local community no evidence exists that the social value of Parkdale Railway Station resonates at a State level. The contribution of railway stations to the establishment of suburbs and towns was commonly repeated at various other places across Victoria.

Criterion G is not likely to be satisfied at the State level.

## **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 Satisfying Criterion H**

The place/object has a *DIRECT ASSOCIATION* with a person or group of persons who have made a strong or influential *CONTRIBUTION* to the course of Victoria's history.

*plus*

The *ASSOCIATION* of the place/object to the person(s) *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources and/or oral history.

*plus*

The *ASSOCIATION*:

- directly relates to *ACHIEVEMENTS* of the person(s) at, or relating to, the place/object; or
- relates to an *enduring* and/or *close INTERACTION* between the person(s) and the place/object.

## **Executive Director's Response**

Although Parkdale Railway Station has a direct association with the achievements of the Victorian Railways, this association does not extend to the life or works of a person, or group of persons, of importance in Victoria's history. All railway stations and associated infrastructure design and constructed in this period share a common association with the development of the State's railway network via the efforts of Victorian Railways.

Step 1 of Criterion H is not likely to be satisfied.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Comparisons

A substantial number of railway stations and associated infrastructure, representing a broad range of styles and typologies, are currently in the VHR. This includes a number associated with Melbourne's metropolitan network during the early decades of the twentieth century, a period coinciding with the start of the network's electrification post-World War I.

The following places were selected as comparators to Parkdale Railway Station as they represent Edwardian-style railway stations in Victoria dating from a similar time period (early twentieth century) that are largely characterised by their timber weatherboard construction. Others have been selected because they share associations with the important development phase that resulted the expansion and electrification of Melbourne's rail network during the early decades of the twentieth century.

# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Electrification and expansion of Melbourne suburban railway network (in the VHR)

### Auburn Railway Station, Hawthorn East (VHR H1559)

Auburn Railway Station, 99 Auburn Road, Hawthorn East is of historical and architectural significance to the State of Victoria.

Auburn Railway Station was rebuilt as a two-storey structure after the railway was raised over Auburn Road in 1916. Auburn Railway Station is historically important because of its relationship to the development of Victoria's suburban railway network.

Auburn Railway Station is architecturally important because of its ability to exhibit the characteristics of utilitarian and aesthetic design principles adopted in the early twentieth century by the Victorian Railway's architecture department. Auburn Railway Station is important because it demonstrates the evolution of the suburban rail network and the technological changes undertaken to facilitate commuter travel.



### Caulfield Railway Station Complex, Caulfield (VHR H1665)

Caulfield Railway Station Complex, 1 Sir John Monash Drive, Caulfield East is of historical, architectural, social, and aesthetic significance to the State of Victoria.

The current station was constructed in 1913-14 to provide improved and additional facilities to what had become an increasingly busy and important location on the train network. The complex consists of four passenger platforms, horse platform, subway, three principal station buildings, a former lamp/storeroom and a signal box.

The Caulfield Railway Station Complex is of architectural and aesthetic importance as an imposing Federation Free Style complex. The station is an excellent representative example of a complex of the era as it contains numerous intact structures.

The complex is of social and historical importance for its role as a point of arrival and departure for horses and patrons of the Caulfield Racecourse. The complex is important for its potential to yield information on the changing nature of railways being an excellent intact example of the type of stations constructed immediately preceding the First World War. The complex demonstrates the expansion of Melbourne, the settling in the suburbs and in particular the establishment of Caulfield as a major metropolitan centre.



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## Essendon Railway Station Complex, Essendon (VHR H1562)

Essendon Railway Station Complex, 2-26 Russell Street and Buckley Street and Rose Street, Essendon is of historical, architectural, social, and aesthetic significance to the State of Victoria.

In 1909 the current centre platform and station building and the lamp room/store complex were constructed replacing an earlier station. A red brick parcels office was constructed on the down-side platform in 1922. The complex consists of a centre platform, accessed via a subway, with a station building containing a ticket office, waiting rooms and toilets.

Essendon Railway Station Complex is of architectural and aesthetic significance as an excellent intact example of a Federation Free Style design station with elaborate detailing. The complex is important as the precursor of a group of stations constructed by the Victorian Railways Department between 1909 and 1922 and is thought to be the most representative of this style, containing all of its typical elements and presenting them in a manner consistent with the style.

Essendon Railway Station Complex is of social and historical importance for its ability to demonstrate the expansion of Melbourne and settlement of the suburbs after the turn of the century. The construction of an upgraded station in 1909 represents a boom period in the history of Essendon.



## Glenferrie Railway Station Complex, Hawthorn (VHR H1671)

Glenferrie Railway Station Complex, 668 Glenferrie Road, Hawthorn is of historical and architectural significance to the State of Victoria.

Glenferrie Railway Station was rebuilt as a two-storey structure after the railway was raised over Glenferrie Road in 1916 to provide a more level gradient between Glenferrie and Camberwell stations.

Glenferrie Railway Station is historically important because of its relationship to the development of Victoria's suburban railway network. It demonstrates the evolution of the suburban rail network and the technological changes undertaken to facilitate commuter travel.

Glenferrie Railway Station is architecturally important because of its ability to exhibit the characteristics of utilitarian and aesthetic design principles adopted in the early twentieth century by the Victorian Railway's architecture department.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Malvern Railway Station, Malvern (VHR H1575)

Malvern Railway Station, 2 Station Street, Malvern is of historical, architectural, social, and aesthetic significance to the State of Victoria.

The present station was completed in 1914 following the re-grading of the existing railway line between Caulfield and South Yarra Stations. The station consists of an island platform with elevated booking office linked to the side platforms by an overhead footbridge and a second booking office is located on the north-west platform. The buildings are constructed in an Edwardian style in red brick with cement banding, and stucco walls to the upper storey of the centre platform building.

Malvern Railway Station Complex is of aesthetic and architectural significance as the most intact and representative example of the two storey station designs constructed in the metropolitan area after the turn of the century.

Malvern Railway Station Complex is of social and historical importance for its association with the rebuilding of a group of railway stations as a result of the need to increase the number of lines coinciding with the electrification of the line through Malvern in 1922. The Malvern Railway Complex demonstrates the expansion of Melbourne and the settling in the suburbs, in particular the establishment of Malvern as a major metropolitan centre.





# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Edwardian timber railway stations in the VHR

### Ripponlea Railway Station Complex, Ripponlea (VHR H1588)

Ripponlea Railway Station Complex, 11-13 Glen Eira Road, Ripponlea is of historical, architectural, aesthetic, and social significance to the State of Victoria.

Ripponlea Railway Station, a much later station addition on the Sandringham Line was most probably constructed in 1913. The rail complex includes two timber station buildings, platforms, and a timber footbridge.

The Ripponlea Railway Station Complex is of architectural importance as a rare and intact example of a timber Edwardian era railway station. It demonstrates many of the characteristics common to the timber Edwardian era railway station buildings. These include the cantilever verandahs, the combination of weather board and roughcast render, dominant roof form with half timbered gable ends and the use of pressed metal on the interiors.

The Ripponlea complex is of aesthetic importance for its timber footbridge, track-side planting, and surrounding public park which contribute to the picturesque nature of the station.

The Ripponlea Railway Station Complex is of social and historical importance, for its ability to demonstrate the expansion of Melbourne and settlement of the inner suburbs after the turn of the century.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Mentone Railway Station and Garden, Mentone (VHR H2099)

Mentone Railway Station and Gardens, Balcombe Road, Mentone is of historical and architectural significance to the State of Victoria.

Mentone Railway Station, on the Frankston Railway Line, was known as Balcombe Road when it opened in 1881 as part of the extension from Caulfield to Mordialloc of what was then the Sandringham Line. The extant station buildings and plantings were constructed in 1913-14 after the original station buildings were destroyed by fire.

The complex consists of a timber station building on each of the platforms and gardens on the railway reserve on the western side of the station. Both station buildings are single storey timber structures with cantilevered platform verandahs. The Gardens have undergone some modification but still contain a number of plantings dating to the second decade of the 1900s including three mature Canary Island Palms (*Phoenix canariensis*) and two Norfolk Island Pines (*Araucaria heterophylla*).

Mentone Railway Station and Gardens is of architectural significance as an intact example of an Edwardian timber complex with associated public garden in the railway reserve.



## Gisborne Railway Station Complex (VHR H1581), Gisborne

Gisborne Railway Station Complex, 175 Station Street, Gisborne is of historical significance to the State of Victoria.

The present station building was erected in 1921 to plans of the architect James Fawcett. Ward and Donnelly (1982) described the station complex as "the most complete example of this large group of station buildings".

Despite the loss of the original hand operated crane (1861), water supply tank (1862), and modification to some of the station buildings, Gisborne railway station retains some outstanding elements in an easily interpreted railway complex. The platforms with bluestone walls are original as is the gable roofed corrugated iron-clad goods shed. The goods shed, representative of others that would once have been on the line, has an internal road and platform. The original iron gutters are also in place.



# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Manangatang Railway Station Complex (VHR H1576), Manangatang

Manangatang Railway Station Complex, 70 Wattle Street, Manangatang is of historical and architectural significance to the State of Victoria.

The Manangatang Railway Station Complex was built in 1916 by the Victorian Railways on the Robinvale-Quambatook line. It comprises a standard, gable roofed, timber station building with platform verandah, designed in modular form with an office, former general and ladies' waiting rooms, and toilets (removed). A corrugated iron clad goods shed adjoins.

Manangatang Railway Station Complex is architecturally significant as the first of a series of thirty-seven timber stations built in Victoria in the early years of the twentieth century. Known as the 'Manangatang Style', these stations, being of a rectangular plan, were designed to allow for future extension along the main axis.

Manangatang Railway Station is historically significant as an example of a station built for the extension of the railway network into the Mallee and Wimmera regions.



## Murrayville Railway Station (VHR H1580), Murrayville

Murrayville Railway Station, McKenzie Street, Murrayville is of historical and architectural significance to the State of Victoria.

Murrayville Railway Station was constructed in 1912 on the Ouyen-Pinaroo line for the Victorian Railways. It comprises a standard, single storey, timber weatherboard, portable station building with ventilated double gable roof and an attached waiting area. Other structures include; the corrugated iron clad goods shed and two van goods sheds.

Murrayville Railway Station is historically significant as an example of a station built for the extension of the railway network into the Mallee and Wimmera regions.

Murrayville Railway Station is architecturally significant as the first of a series of thirty-seven timber stations built in Victoria in the early years of the twentieth century.





# Statement of recommendation from the Executive Director, Heritage Victoria to the Heritage Council of Victoria

## Summary of Comparisons

Despite the local importance of Parkdale Railway Station, there is currently no evidence that elevates the place to State level heritage significance. The categorization of the place under the narrowly defined ‘Parkdale’ style can be attributed to Andrew Ward and Alister Donnelly in their 1982 architectural survey of Victoria’s Railway Stations. Whilst this comprehensive survey provides a useful understanding of the design history and evolution of railway station buildings across Victoria, the categorisation by Ward and Donnelly of a ‘Parkdale’ style obscures the fact that Edwardian railway stations from this phase in the development of the State’s railway network are not uncommon. Edwardian railway stations are currently well represented in the VHR and in Heritage Overlays. Railway architecture tended to favour the prevailing trend for the Edwardian style, projecting a bold architectural statement that characterised the modernisation of the network, exemplified by the completion of a new station at Flinders Street in 1910.

The early twentieth century saw a wide-ranging modernisation program by Victorian Railways that resulted in either: the replacement or upgrading of existing stations; or the construction of new stations to service existing communities and/or encourage nascent development. Substantial improvement in railway technology – primarily the electrification of Melbourne’s suburban network – required the development of new building typologies (electricity substations) and associated infrastructure (overhead powerlines and stanchions), alongside upgrades to existing technology, most notably signalling and rolling stock. The modernisation program also presented an opportunity to upgrade the facilities offered to passengers, including improved ticketing and waiting areas.

As is the case at Parkdale, Edwardian station complexes became more commonplace across the suburban network during this modernisation phase. Examples recognised by the VHR include complexes at Caulfield, Essendon, Malvern, Auburn, and Glenferrie. Most were constructed in red brick and finished with a high level of Edwardian decoration and detailing, contrasting with the more pragmatic and restrained approach taken at Parkdale. All clearly express the historical, social and architectural significance of these places in the settlement of Melbourne’s suburbs. Caulfield, Essendon and Malvern have, unlike Parkdale, been additionally recognised for their aesthetic significance in achieving an exemplary level of Edwardian design. The robust and unique designs of Glenferrie and Auburn are also distinct in that they directly respond to local topographical challenges (raised above road level to provide a more level approach to Camberwell railway station from Glenferrie), whereas the minimal design approach employed at Parkdale leans towards providing an inexpensive “infill” station between the long-established stations at Mentone and Mordialloc.

While Parkdale is clearly associated with the same phase of modernisation as the Edwardian stations recognised by the VHR, it does not compare in terms of its architectural, social, historical, or aesthetic significance. Although Parkdale is somewhat distinct in possessing an integrated signal box and ticketing office, Edwardian signal boxes are not uncommon (including at the Caulfield complex) and the approach taken is more likely to be a pragmatic design choice rather than an attempt at technological innovation.

In terms of directly comparable Edwardian timber station complexes there are, once again, a number located across the state that are recognised in the VHR on both the suburban network (Mentone, Ripponlea) and regionally (Gisborne, Manangatang, Murrayville). In common with the comparators set out above, all these stations are better expressions of the architectural and historical significance of Edwardian stations. Gisborne, Mentone and especially Ripponlea are more decorative examples than Parkdale and still largely express their original design intent.

Ripponlea, in particular, is an exemplary Edwardian timber station and – in common with Essendon, Caulfield and Malvern – is noted for its aesthetic significance. In addition to the Edwardian elements expressed in the design of the main station buildings (cantilevered verandahs, the combination of weather board and roughcast render, dominant roof form, and half-timbered gable ends), the timber footbridge, track-side planting, and surrounding public park contribute to the picturesque nature of the station.

Ripponlea and Mentone also feature more extensive and detailed garden settings that retain many of their original design elements as opposed to the understated and largely compromised setting provided by the landscaping at Parkdale (with the notable exception of the Canary Island palms).

Manangatang and Murrayville share the same simplified Edwardian style but have the added interest of being intact regional examples of Edwardian railway station complexes.



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## Appendix 1

### Heritage Council of Victoria determination (section 41)

The Heritage Council of Victoria 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



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- (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.



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- (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.