

Statement of recommendation from the Executive Director, Heritage Victoria

Mordialloc Railway Water Tower &
Mordialloc Railway Station Precinct
Albert Street Mordialloc, Kingston City
Bunurong Country



Recommendation 1 – Mordialloc Railway Water Tower

Under section 37(1)(a) of the *Heritage Act 2017 (the Act)* I recommend to the Heritage Council of Victoria (**Heritage Council**) that Mordialloc Railway Water Tower, located at 70 Albert Street, Mordialloc is of State-level cultural heritage significance and should be included in the Victorian Heritage Register (**VHR**) in the category of Registered Place.

In accordance with section 38 of the Act I include in this recommendation categories of works or activities which may be carried out in relation to the place without the need for a permit under Part 5 of the Act.

I suggest that the Heritage Council determine that:

- Mordialloc Railway Water Tower, 70 Albert Street, Mordialloc, is of State-level cultural heritage significance and is to be included in the VHR in accordance with section 49(1)(a) of the Act
- the proposed categories of works or activities which may be carried out in relation to Mordialloc Railway Water Tower for which a permit under the Act is not required will not harm the cultural heritage significance of the place under section 49(3) of the Act.

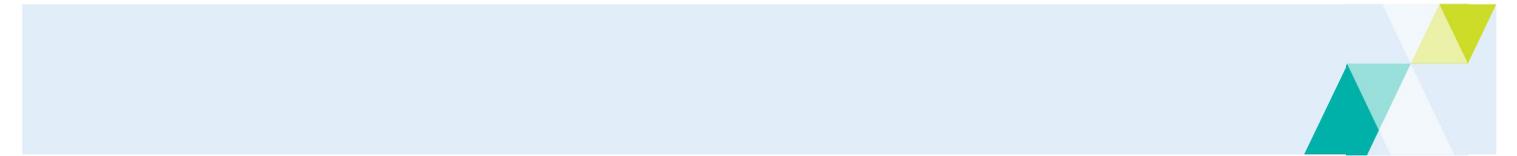
Recommendation 2 – Mordialloc Railway Station Precinct

Under section 37(1)(b) of the Act I recommend to the Heritage Council that the Mordialloc Railway Station Precinct, located at Albert Street, Mordialloc is not of State-level cultural heritage significance and should not be included in the VHR.

I note that the place is already partly included in the Heritage overlay of the local planning scheme. The upside and downside station buildings are included in Heritage Overlay HO91: Mordialloc Railway Station in the Kingston Planning Scheme (see below).



Aerial showing the separate heritage overlays of Mordialloc Railway Station (HO91) and Water Tower (HO92, indicated with an arrow).



I suggest that the Heritage Council determine that:

- the Mordialloc Railway Station Precinct, 70 Albert Street, Mordialloc, 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
- the recommendation and any submissions be referred to the relevant planning authority for consideration for an amendment to the planning scheme.



STEVEN AVERY
Executive Director, Heritage Victoria
Date of recommendation: 15/03/2023



Background to the nominations

The Mordialloc Railway Water Tower was nominated by a member of the public in April 2022. The nomination was for the water tower and an area of land around it and did not include the wider railway station precinct.

In March 2023, the Executive Director made a nomination for the entire railway station precinct, including the water tower, to assess the potential State-level significance of the complex in its entirety. The Mordialloc Railway Station was identified in the *City of Kingston Heritage Study Stage 2* (Bryce Raworth Pty Ltd, 2001) to be of potential State-level significance to the extent of the upside and downside station buildings. The Mordialloc Railway Water Tower was also identified to be of potential State-level significance in the same report. Accordingly, the Executive Director has taken the step of nominating the entire railway precinct for further investigation and assessment.



The process from here

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.

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

Within the 60-day publication period, any person or body can make a 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](#).

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, and a person or a body with a real and substantial interest in the place requests a hearing, the Heritage Council will 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.

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.

Further information

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

Recommendation 1 – Mordialloc Railway Water Tower

Description

The following is a description of Mordialloc Railway Water Tower at the time of the site inspection by Heritage Victoria in March 2023.

The water tower is located within the carpark to the east of Mordialloc Railway Station, near the corner of Albert and Bear Streets.

The tower was completed in a simplified Edwardian style with no applied decoration. It stands approximately 10 metres in overall height with a concrete water tank sitting on top of a brick base. Metal fixings are still present on the brick and concrete sections of the southern elevation of the tower where an external metal ladder once provided access to the top of the tank.

The highly sculptural water tank is constructed from unfinished reinforced concrete and takes the form of an open inverted cone. The top of the cone is approximately 8 metres in diameter, tapering to around 3 metres where it meets the supporting column. With a tank height of around 4 metres overall, total storage capacity is close to 100,000 litres (20,000 gallons).

The tank sits upon a squat circular red brick support column, executed in English bond, that is approximately 6 metres in height and 3 metres in diameter. Bluestone elements are visible as a course of blocks at the collar of the support column, and the lintel over the timber access door on the western elevation.

The overall form of the supporting brick structure is of a highly stylised classical column; two courses of bevelled brickwork step back to form the base, while several courses of corbelling (along with the bluestone collar) form a terminating capital.

A commemorative plaque by the National Trust of Australia (Victoria) is attached to the right of the access door and reads:

*Reinforced concrete
inverted cone water tower
is the last remaining example of
a small group of Edwardian towers
of this design. Built in 1910 by
James Younger
CLASSIFIED
Presented to the
City of Mordialloc and the
City of Mordialloc Historical Society
by the
Hon Peter Spyker
Minister for Transport
1991*

Description images – Mordialloc Railway Water Tower



2022, Mordialloc Railway Water Tower, brick base supporting an inverted reinforced concrete cone



2022, Access door to water tower, highlighting the bluestone lintel and bevelled brick courses at base of supporting column



2022, National Trust of Australia (Victoria) commemorative plaque (see description above for wording)



Recommendation 2 – Mordialloc Railway Station Precinct

Description

Mordialloc Railway Station Precinct is located between Parkdale and Aspendale Railway Stations on the Frankston Line, close to the point at which the line crosses Mordialloc Creek to the south.

The main station complex is located between level crossings at Macdonald and Bear Streets, to the north and south respectively. The large stabling yard located to the south of Bear St once served freight/maintenance uses, but does not form part of this assessment.

The precinct is bounded on the east by Albert Street, and to the west by the rear of a row of commercial buildings facing the Nepean Highway. Access to the upside (city bound) station building is provided by a vehicle drop off area that sits directly to the west of the main station building and a large commuter car park serves the eastern half of the place.

The railway water tower is located in the commuter car park near the corner of Bear and Albert streets.

A pedestrian underpass connects the car park to the upside station building and is accessed by a series of large ramps. The main eastern ramp shows signs of the former goods line that once ran in a north-south direction where the car park is now situated.

The station buildings consist of a larger upside (city-bound) building on the western side of the railway line in a Victorian style, and a smaller downside (Frankston-bound) passenger shelter in an Edwardian style on the eastern side.

The original 1882 station building forms the northern portion of the current upside building based around a symmetrical plan consisting of a pair of gables housing the booking hall and passenger waiting areas. Some of the decorative elements remain, reflecting the High-Victorian style popular during this period; these include features such as bargeboards, cast-iron verandah brackets, and a single surviving polychrome brick chimney (once a pair), now painted.

A subsequent extension to the upside building was undertaken in a less decorative Late-Victorian style in 1887. This addition provided enhanced passenger facilities and extended the main station southwards along the platform towards the Bear Street level crossing.

The downside (Frankston-bound) passenger shelter is a simple timber gable structure of Federation/Edwardian design located at the midway point of the eastern platform. It consists of an open waiting room with bench seating, and smaller office space accessed from a door located on the platform. Noticeably smaller than the upside platform building, the structure exhibits a number of decorative features characteristic of its period, including a dado rail, timber slatting in the gable ends, and the use of pressed metal panels to imitate roughcast render. A platform verandah is supported by a pair of large metal brackets.



Description images – Mordialloc Railway Station Precinct



2022, western elevation of 1882 upside (city bound) building at Mordialloc railway station



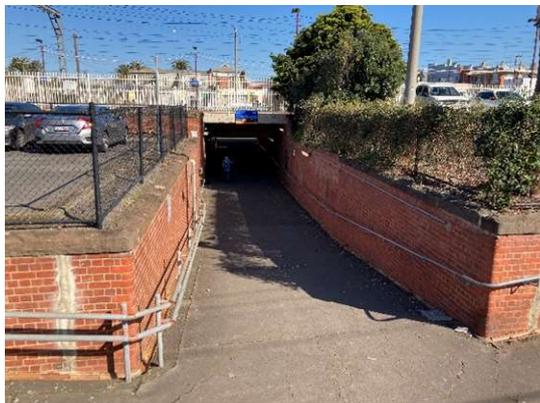
2022, eastern elevation of upside building at Mordialloc railway station; 1882 building with 1887 extension



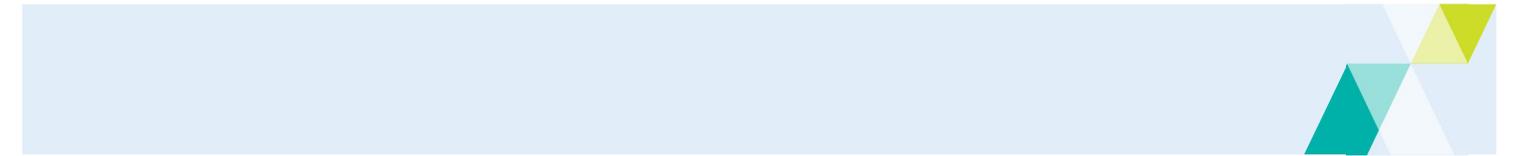
2022, western elevation of downside (Frankston bound) passenger shelter at Mordialloc Railway Station



2022, upside (left) and downside (right) buildings at Mordialloc Railway Station looking north



2022, pedestrian underpass at Mordialloc Railway Station



History

Melbourne's metropolitan railway system

The opening of a steam railway between Flinders Street and Sandridge (Port Melbourne) by the Hobson's Bay Railway Company in 1854 was the first development in a steady expansion of the rail network across Victoria through the second half of the nineteenth century.

This expansion tracked the rapid population growth of Melbourne, spurred by the gold rush, and the establishment of an ever-growing number of suburbs radiating out from central Melbourne. Speculators and developers recognised the value of rail infrastructure in boosting land values, and many of these early railways were funded through private equity with mixed financial success¹. The Government purchase of the Melbourne & Hobsons Bay United Railway Company in 1878 marked the end of privately owned suburban railways in Melbourne² and set the scene for the rapid expansion of the railway network across the state during the 'Octopus Acts' era³.

Thomas Bent and the development of the Frankston railway line

Growing recognition of the role of railways in supporting and encouraging the development of Melbourne's outer suburbs saw the expansion of the network to the south of Melbourne in the last decades of the nineteenth century during the so-called 'Octopus Act' era.

A line to Frankston was identified as an effective way to encourage development at key communities to Melbourne's south such as Bentleigh, Moorabbin, Cheltenham and Mentone⁴. The first half of the route to Frankston consisted of a line between Caulfield and Mordialloc with other stations located at Glen Huntly, East Brighton (now Bentleigh), North Road (Ormond), South Brighton (Moorabbin), Highett's Road (Highett), Cheltenham, and Balcombe's Road (Mentone). The official opening of the line to Mordialloc in December 1881 was a lavish event attended by a number of prominent politicians including Thomas Bent, Minister for Railways (later Premier of Victoria), the Solicitor General, and the Minister for Agriculture⁵.

As the responsible Minister, Bent played a prominent and direct role in the development of the line. There was much speculation at the time (though never proved) that Bent secretly influenced the final alignment of the rail corridor between Caulfield and Mordialloc to benefit wealthy landowners in his Brighton electorate⁶. Bent's intervention to change the design of the new stations servicing the route is more openly documented. The original station building designs were based on the standard timber framed station buildings used on the 'Light Lines' commissioned by Robert Gray Ford, Engineer-in-Chief of the Victorian Railways. Bent rejected this design outright and requested the removal of the station master's quarters to reduce costs.

S E Brindley of the Department of Education was commissioned by Bent to reconfigure the designs. Brindley put forward a timber-framed station building incorporating elements such as a booking office and lobby, luggage room, and waiting rooms, but lacking any accommodation for the station master. Brindley's standardized design was finalised in 1882 and subsequently constructed at Glenhuntly, Bentleigh, Ormond, Moorabbin, Highett, Cheltenham, Mordialloc, and Frankston stations⁷. This group of stations represented the first use of a standardized design for a suburban railway line, an approach that was subsequently replicated at other locations on the suburban network⁸.

Despite the significant engineering challenge of building a railway that needed to traverse the complex of swamps and creeks between Mordialloc and Frankston, the line was quickly extended to Frankston in August 1882 to create the present-day Frankston Line⁹. Extension of the line to Frankston opened up land for development and provided a boost to the farming communities around Carrum. The duplication of the line in 1888 further boosted the appeal to developers in

¹ Robert Lee, *The Railways of Victoria 1854-2004*, 2007, pp9-22

² Ibid p78

³ Ibid p93

⁴ Living Histories, *City of Kingston Heritage Study Stage One Report*, 2000, p38

⁵ Kingston Historical Society, *Official Opening of the Mordialloc Railway Station*, available at: <https://localhistory.kingston.vic.gov.au/articles/310>, viewed 21 June 2022

⁶ Kingston Historical Society, *Establishing a Railway Line to Mordialloc*, available at: <https://localhistory.kingston.vic.gov.au/articles/329>, viewed 18 August 2022

⁷ Andrew Ward, *The Story of Stations: The Architecture of Victoria's Railways in the Nineteenth Century*, 2019, p204-205

⁸ A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 3: The Great Railway Age 1880-1900*, 1982, p90

⁹ Living Histories, *City of Kingston Heritage Study Stage One Report*, 2000, p39



what had previously been a relatively inaccessible area to the city's south. It similarly provided an opportunity to expand the sand mining industry, and several sidings were opened to support these activities between 1890 and 1953¹⁰.

The original railway station at Mordialloc

Mordialloc was originally established as a fishing village around the creek of the same name, and later became a popular picnicking ground.¹¹ The opening of the railway line had the added benefit of providing a cost-effective means by which fishers and other primary producers could get their produce to market in Melbourne.

The changes to the standardised station designs requested by Bent meant that the main (upside) station building at Mordialloc was not completed until 1882, well after the line's official opening in December 1881.¹² The contract for construction was awarded to W Chaffer in 1882 for a total of £749.¹³ The upside station building directly reflected the standardised design, based around a symmetrical plan consisting of a pair of gables housing the booking hall and passenger waiting areas. Other key elements reflected the High-Victorian style popular during this period including the use of slate roofing, and application of a range of decorative features such as cast-iron finials, bargeboards, cast-iron verandah brackets, king post motifs in the end gables, and polychrome brick chimneys.¹⁴ A lamp shed was constructed along the platform further to the north of the main building.

A subsequent extension to the upside building was undertaken in a less decorative Late-Victorian style in 1887 by S Young for a total of £484.¹⁵ This addition provided enhanced passenger facilities and extended the main station southwards along the platform towards the Bear Street level crossing.¹⁶

Expansion of the Mordialloc railway station complex

Burgeoning patronage on the Frankston line – partly spurred by infrastructure improvements such as the duplication of the line through to Frankston in 1888¹⁷ and the upgrading of rail bridges spanning the Nepean Highway¹⁸ and Mordialloc Creek¹⁹ – led to incremental additions to the station complex during the late-nineteenth through to the early decades of the twentieth century.

At its peak the complex included a range of ancillary structures to support both passenger and freight operations. A stationmaster's house was constructed at the north-eastern corner of the station reserve in c1887 at a cost of £476²⁰, despite Bent's original cost-saving measure that led to the removal of this feature from the standardised design. Other structures constructed during this expansion phase included: a large goods yard accessed via a dedicated siding and crossing featuring a goods shed, locomotive shed, and turntable; crossing gates and guard house; pedestrian underpass linking the upside and downside platforms; and signalling improvements incorporating a signal box (1911) located at the southern end of the upside platform²¹.

Of particular note are two structures constructed during the Edwardian period that still stand today: the concrete and brick water tower, and the downside passenger shelter. The 20,000-gallon water tower was constructed c1910 to the east of the downside in a simplified Edwardian style with no applied decoration.

The downside passenger shelter is a simple timber gable structure of Federation/Edwardian design (date unknown) that may have replaced an earlier Victorian-era building. It consists of an open waiting room with bench seating, and smaller office space accessed from a door located on the platform. Noticeably smaller than the upside platform building, the structure exhibits a number of decorative features characteristic of its period, including a dado rail, timber slatting in the gable ends, and the use of pressed metal panels to imitate roughcast render.

¹⁰ Ibid, p42

¹¹ Kingston Historical Society, *Early Mordialloc*, available at: <https://localhistory.kingston.vic.gov.au/articles/228>, viewed 21 June 2022

¹² A temporary timber building was provided to the completed platforms to enable the official opening of the line in December 1881

¹³ *Victorian Government Gazette*, No.16, 17 February 1882, p468

¹⁴ A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 3: The Great Railway Age 1880-1900*, 1982, pp89-90

¹⁵ *Victorian Government Gazette*, No.48, 3 June 1887, p1501

¹⁶ A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 3: The Great Railway Age 1880-1900*, 1982, p130

¹⁷ *Victorian Government Gazette*, No.38, 27 April 1888, p1238

¹⁸ Kingston Historical Society, *Railway Bridge at Mordialloc: A Death Trap*, available at: <https://localhistory.kingston.vic.gov.au/articles/642>, viewed 25 August 2022

¹⁹ *New Railway Bridge at Mordialloc*, *The Age*, Tuesday 24 March 1896, p7

²⁰ *Victorian Government Gazette*, No.76, 12 August 1887, p2391

²¹ Vicsig website 2022, *Mordialloc Station*, available at: <https://vicsig.net/infrastructure/location/Mordialloc>, accessed 25 August 2022



Application of new technology: reinforced concrete water tower

Originally the terminus of the line from Caulfield, Mordialloc Railway Station's proximity to Mordialloc Creek made it an ideal location for the resupply of steam trains. The sizeable length of the eventual Frankston line (completed by 1882), and the lack of a reliable source of fresh water at Frankston, necessitated a number of stopping points along the route to replenish passenger and goods trains. The water tower, located to the east of the downside platform, was constructed in c1910 to cater for this purpose and was accessed via a dedicated goods siding (now commuter car park). The tower was constructed by James Younger at a cost of £428²² in a simplified Edwardian style and comprises a metal-reinforced concrete inverted cone with a capacity to store 20,000 gallons of water sitting on top of a circular brick base.

Prior to the erection of the current tower, several smaller cast iron tanks serviced the siding. Cast iron tanks were commonly used across the rail network in the nineteenth century as they were cost-effective, reliable, and easy to manufacture. The decision to make use of a metal-reinforced concrete tank in place of cast iron therefore represented a conspicuous shift towards a new form of water storage technology.²³

Metal-reinforced concrete was still a relatively new material at the time of the tower's construction. It was a significant improvement over the use of mass concrete that had until that time proved popular in large-scale structures such as dam walls and bridges. In Australia the use of metal-reinforced concrete in construction projects began to increase in the late-nineteenth century. Several local firms and engineers acquired the patent of Monier, the leading French firm that pioneered the technology, including Carter Gummow & Co and Sir John Monash in Victoria.²⁴ By the first decades of the twentieth century reinforced concrete was starting to gain wider acceptance in a range of structures including water tanks, sewage and freshwater pipes, warehouses, and bridges.²⁵ As such, Mordialloc Railway Water Tower demonstrates the Victorian Railway Department embracing up-to-date concrete technology for water storage purposes.

The electrification of the entire Frankston line in 1922 marked the effective end of steam passenger services to Mordialloc. Consequently, much of the infrastructure required to support the maintenance and resupply of steam locomotives became obsolete. This was a pattern repeated across metropolitan Melbourne and, eventually, regional Victoria as diesel locomotives replaced steam. Steam related infrastructure was gradually removed from railway complexes, particularly in metropolitan Melbourne.

Modernisation of Mordialloc Railway Station Complex

Incremental modernisation and rationalisation over successive decades resulted in large-scale changes to the station precinct. Perhaps the most significant change was the conversion of the goods yard to a stabling yard that resulted in the removal of the engine and goods sheds, turntable, and metal water tanks. The goods siding to the east of the downside passenger platform was also replaced by the current commuter car park. The Edwardian concrete water tank is therefore a notable survivor from this phase of modernisation. It is noted that Younger also built a similar concrete tank in Dandenong around the same time. The Dandenong tank was removed in the 1960s, making the Mordialloc Water Tower the last one of its kind in metropolitan Melbourne.

By the 1980s the upgrading of signalling and level crossing technology resulted in the gradual removal of the bulk of the structures within the Mordialloc station precinct including the stationmaster's house, signal box, crossing gates, and lamp shed, leaving the current arrangement of upside and downside passenger buildings, and concrete water tank set on the eastern edge of the precinct.

²² *Victorian Government Gazette*, No.146, 16 November 1910, p5123

²³ Frank McGuire, *Mordialloc: The Early Days*, 1985, pp49-50

²⁴ Miles Lewis, *200 years of concrete in Australia*, c1988, pp10-11.

²⁵ *Ibid*, pp. 18-19.

Historical images



c1925-40, Mordialloc Railway Station, Source: State Library of Victoria



c1986, Mordialloc Railway Water Tower, Source: Newsrail (November 1986)



1902, Mordialloc Railway Station (upside station buildings), Source: State Library of Victoria



c1910, Entrance to Mordialloc Railway Station from Nepean Highway, Source: Kingston Historical Society



Selected bibliography

Kingston Historical Society, various articles available at: <https://localhistory.kingston.vic.gov.au/>

Robert Lee, *The Railways of Victoria 1854-2004*, Melbourne University Press, 2007

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Miles Lewis (ed), *200 Years of Concrete in Australia*, Concrete Institute of Australia, 1988

Frank McGuire, *Mordialloc: The Early Days*, Argyle Press, 1985

Bryce Raworth, *City of Kingston Heritage Study Stage 2 (Citations)*, 2001

A. Ward and A. Donnelly, *Victoria's Railway Stations: An Architectural Survey – Volume 3: The Great Railway Age 1880-1900*, 1982

Andrew Ward, *The Story of Stations: The Architecture of Victoria's Railways in the Nineteenth Century*, Australian Railway Historical Society Victorian Division, 2019

Graham Whitehead and Leo Gamble, *By the Creek: A Mordialloc History*, City of Kingston, 2014



Recommendation 1 – Mordialloc Railway Water Tower

Further information

Relevant Authority	Kingston City
Heritage Overlay	HO92: Mordialloc Railway Water Tower
Other Overlays	There are no other overlays for the place.
Other Listings	National Trust (Victoria): Water Tower, Mordialloc Railway Station (B5128)
Other Names	There are no other known names for the place.
Date of construction/creation	c1911
Builder	James Younger
Architectural style	Federation/Edwardian (1902-c1918)

Traditional Owner Information

Mordialloc Railway Water Tower is located on the traditional land of the Bunurong People. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this place is the Bunurong Land Council Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not included in the Victorian Aboriginal Heritage Register. It is near several areas of Aboriginal Cultural Heritage Sensitivity.

Integrity

The integrity of the place is very good. Although the broader context has changed, the cultural heritage values of Mordialloc Railway Water Tower can be easily read in the extant fabric of the tower itself.

The water tower remains substantially intact as per its c1911 design.

(March 2023)

Intactness

The intactness of the place is very good.

The water tower remains legible as an Edwardian structure, despite the loss of some original features, such as the exterior metal access ladder.

(March 2023)

Condition

The condition of Mordialloc Railway Water Tower is very good.

Although there are some signs of deterioration, the overall condition appears to be sound.

(March 2023)

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. Or a place or object may be in excellent condition but be of low cultural heritage significance.

Recommendation 1 – Mordialloc Railway Water Tower

Statutory requirements under section 40

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

The Executive Director recommends that Mordialloc Railway Water Tower is included in the VHR.

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

Number: H2441

Category: Registered place

Name: Mordialloc Railway Water Tower.

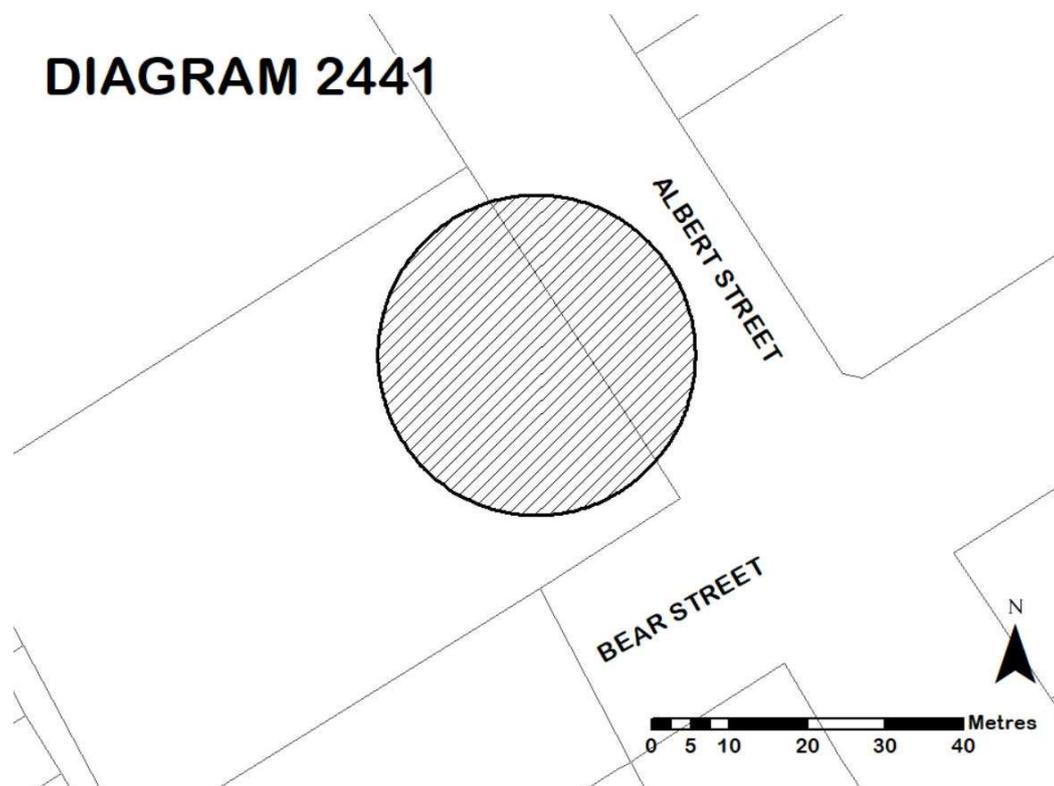
Location: 70 Albert Street, Mordialloc

Municipality: Kingston City

Proposed extent of registration

The Executive Director recommends that the extent of registration for Mordialloc Railway Water Tower be gazetted as:

All of the place shown hatched on Diagram 2441 encompassing part of Lot 1 on Title Plan 918448 and that part of the Albert Street road reserve within 10 metres of the base of the tower.





Aerial Photo of the Place Showing Proposed extent of registration



Note: This aerial view provides a visual representation of the place. It is not a precise representation of the recommended extent of registration. Due to distortions associated with aerial photography some elements of the place may appear as though they are outside the extent of registration.

Rationale for the extent of registration

The recommended extent of the registration includes all the significant structure and provides sufficient buffer to the heritage item, minimising potential impacts arising from potential future works in the immediate vicinity. This represents part of the nominated extent of registration.

It should be noted that everything within the extent of registration, including all of the structure known as the Mordialloc Water Tower, and the hard and soft landscaping surrounding it, is proposed for inclusion in the VHR. A permit or permit exemption from Heritage Victoria is required for any works within the proposed extent of registration, apart from those specific exemptions identified in this recommendation, or those identified in the general exemptions.

Recommendation 1 – Mordialloc Railway Water Tower

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 the Mordialloc Railway Water Tower 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 in Victoria's cultural history: 'Linking Victorians by rail'. More specifically, the place has a clear association with the era of steam rail travel in Victoria.
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	This phase is of historical importance having made a strong and influential contribution to Victoria. It characterised the initial era of the establishment and development of Victoria's railways.
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 this historical phase. The Mordialloc Railway Water Tower, including its inverted concrete cone and brick base, demonstrates a clear association with the steam phase of Victoria's early twentieth-century railway network, including Melbourne's suburban network.

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 importance to be understood better than most other places or objects in Victoria with substantially the same association?	Yes	The Mordialloc Railway Water Tower allows the association with the phase 'Linking Victorians by rail' to be better understood than other places that share the association. Although a great many places and objects in Victoria are associated with the phase, the Mordialloc Railway Water Tower is a particularly evocative reminder of the era of steam rail. As a structure designed, constructed and maintained for the specific function of supplying water to steam trains, its association with the phase is clearly demonstrated in the physical fabric.



It enables the processes required for steam rail, that is, the ready supply of water, to be clearly interpreted.

It is directly associated with the operation of the suburban rail network when it was still reliant on steam technology; few other examples of structures directly associated with the steam-era remain in metropolitan Melbourne.

The water tower is also the last major structure at the place which has a direct association with its former use as a mixed passenger/goods complex within suburban Melbourne.

The landmark quality of the tower, and its striking sculptural rendering in concrete, also adds to the prominence given to a water tower across the entire state.

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

Executive Director's Response:	Yes	Criterion A is likely to be relevant 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 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	<p>As above, the place has a clear association with the phase 'Linking Victorians by rail'. The phase is of importance in Victoria's cultural history.</p> <p>The Mordialloc Railway Water Tower was constructed in c1910s to resupply steam locomotives. The use of metal-reinforced concrete demonstrates the Railway Department's adaptation of a new building technology for water-storage facilities. The tower is one of the last remaining structures with a clear association with this historical phase of Melbourne's suburban railway network.</p>
B2)	Is there evidence of the association to the historical phases etc identified at B1)?	Yes	<p>There is evidence of the association between the place and this historical phase.</p> <p>The fabric of the place demonstrates a clear association with the steam phase of Victoria's rail network in the early twentieth century.</p>
B3)	Is there evidence that place/object is rare or uncommon, <u>or</u> has rare or uncommon features? <i>See definition of 'rare' on p.6 of the Guidelines.</i>	Yes	<p>B3(i) There is evidence that the place is rare or uncommon.</p> <p>Mordialloc Railway Water Tower is a rare surviving example of a water tower associated with the resupply of steam locomotives in metropolitan Melbourne. Constructed immediately prior to the electrification of the suburban network, and subsequent widespread and rapid decommissioning of steam infrastructure, it is possibly the last remaining water tower of any type within the entire metropolitan rail network</p>



B3(ii) There is evidence that the place has rare or uncommon features.

Mordialloc Railway Water Tower is a rare and early surviving example of a railway water tower constructed of reinforced concrete. The tower is likely to be the last remaining example of this type of water tank in Victoria. The elegant and striking conical shape is a rare reflection of the unique engineering potential of this novel material.

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.
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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	Mordialloc Railway Water Tower is not rare as a place or object which demonstrates the era of steam rail in Victoria.
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?	Yes	<p>Mordialloc Railway Water Tower is rare or uncommon for:</p> <ul style="list-style-type: none"> i. containing unusual features; and ii. these features are of note; and iii. these features were not widely replicated in Victoria: <p>The place is one of a limited number of water towers that were constructed using metal-reinforced concrete, a new and relatively untested technology in Australia in the early twentieth century. Concrete water tanks are significantly rarer within the rail network than the more traditional metal tanks.</p> <p>The construction of new railway water towers within metropolitan Melbourne declined during the interwar period due to either electrification or the switch to diesel technology. The water tower at Mordialloc was therefore constructed during the very last phase of steam infrastructure on the metropolitan network.</p> <p>Additionally, the Mordialloc Water Tower demonstrates a relatively early application of reinforced concrete technology in the production of a highly innovative and unusual design. It has a striking form not widely replicated in Victoria and is the last known example of this design known to exist in the state.</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?	Yes	<p>The Mordialloc Railway Water Tower is of the class of railway water towers.</p> <p>Since the transition to electric and diesel-powered locomotives, steam power related infrastructure has steadily been removed from railway stations across Victoria. The existence of the class can be considered endangered.</p>

See definition of 'class' on p.6 of the guidelines.

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: Yes Criterion B is likely to be relevant at the State level.

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 not currently visible and/or well understood or available from other sources?	No	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.
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?	No	The integrity and condition of the place may be good, but it is unlikely to yield information through investigation that is not currently visible and/or well understood or available from other sources (see C1).

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	Mordialloc Railway Water Tower belongs to the class of railway water towers. This class has a clear association with the theme 'Linking Victorians by rail', specifically the phase of steam railways.
D2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having	Yes	This is a historical phases which has made a strong and influential contribution to Victoria.



made a strong or influential contribution to Victoria?

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.
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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.
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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? <i>See definition of 'notable' see Reference Tool D on p.14 of the Guidelines.</i>	No	Mordialloc Railway Water Tower is not a notable example of the class of railway water towers. It exhibits a striking and unusual design, strongly evokes the steam era is the only surviving example of its type in Victoria but these values are better captured under Criterion A and B.

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? <i>See definition of 'aesthetic' on p.5 of the guidelines</i>	Yes	The physical fabric of the place clearly exhibits aesthetic characteristics particular to early twentieth-century railway water towers.

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)	Are the aesthetic characteristics 'beyond the ordinary' or are outstanding as demonstrated by: <ul style="list-style-type: none"> Evidence from within the relevant discipline (architecture, art, design or equivalent); and/or 	No	There is no evidence that the aesthetic characteristics at the place are 'beyond the ordinary' or are outstanding.



- Critical recognition of the aesthetic characteristics of the place/object within a relevant art, 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?	Yes	The Mordialloc Railway Water Tower contains physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created. The Mordialloc Railway Water Tower is one of the rare examples to be constructed with machine-reinforced concrete.
F2)	Does the physical evidence demonstrate a high degree of integrity?	Yes	The physical evidence at the place demonstrates a high degree of integrity.

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:	Yes	Criterion F is likely to be relevant.
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Step 2 State-level test for Criterion F

No.	Test	Yes/No	Reason
SF1)	Is the nature and/or scale of the achievement of a high degree or 'beyond the ordinary' for the period in which it was undertaken as demonstrated by one or more forms of evidence: <ul style="list-style-type: none"> • evidence from within the relevant creative or technological discipline that recognises the place/object as a breakthrough in terms of design, fabrication or construction techniques <u>and/or</u> as a successful solution to a technical problem that extended the limits of existing technology; 	No	There is no evidence that the nature and/or scale of the achievement is of a high degree or 'beyond the ordinary' for the period in which it was undertaken. Although relatively early and of an interesting form, the water tower utilised technologies already in use in Victoria.



- critical acclaim of the place/object within the relevant creative or technological discipline as an outstanding example in Victoria;
- wide acknowledgement of exceptional merit in Victoria in media such as publications or print/digital media;
- recognition of the place/object as an outstanding example of the creative adaptation of available materials and technology of the period?

If SF1 is satisfied, then Criterion F is likely to be relevant at the State level

Executive Director's Response:	No	Criterion F is not likely to be relevant at the State level.
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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 Mordialloc Railway Water Tower has social value in the present day to groups such as the Mordialloc and District Historical Society that have an interest in historical landmarks and buildings in the area.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; <u>and</u>	Yes	There is evidence of a strong attachment between groups such as the Mordialloc and District Historical Society and the Mordialloc Railway Water Tower.
iii)	Existence of a time depth to that attachment.	Yes	There is evidence of the attachment dating to at least the 1990s and potentially earlier.

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:	Yes	Criterion G is likely to be relevant.
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Step 2 State-level test for Criterion G

No.	Test	Yes/No	Reason
SG1)	Is there evidence that the social value resonates across the broader Victorian community as part of a story that contributes to Victoria's identity?	No	SG1(i) The social value of the Mordialloc Railway Water Tower is part of a story in Victoria that contributes to Victoria's identity. Linking Victorians by rail is an important aspect of Victoria's history that contributes to Victoria's identity as a State.



SG1(ii) There is no evidence that the social value of the Mordialloc Railway Water Tower resonates beyond the Kingston community to the broader Victorian community.

The Mordialloc Water Tower is a local landmark which is valued by people in the City of Kingston. There is no evidence that its social value has a broader resonance across Victoria. This is also true of many of the State's railway stations.

If all facets of SG1 are satisfied, then Criterion G is likely to be relevant at the State level

Executive Director's Response: No Criterion G is not likely to be relevant 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 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?	No	H1(i) There is a direct association between Mordialloc Railway Water Tower and James Younger, builder of the tower. Younger was responsible for the construction of the tower along with at least one other known example of this type (no longer extant) at Dandenong railway station. H1(ii) Although he was a skilled builder, he could not be considered to have made a strong or influential contribution in his field.
H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	There is evidence of the association between the Mordialloc Railway Water Tower and James Younger.
H3)	Does the association relate: • 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?	Yes	H3(i) The association between the Mordialloc Railway Water Tower and James Younger relates to his achievements in the construction and building. H3(ii) As builder of the tower, there was a close interaction between Younger and the tower.

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.



Recommendation 2 – Mordialloc Railway Station Precinct

Further information

Relevant Authority	Kingston City
Heritage Overlay	HO91: Mordialloc Railway Station
Other Overlays	There are no other overlays for the place.
Other Listings	NA
Other Names	There are no other known names for the place.
Date of construction/creation	1882, 1887, 1911
Architect/Builder	S E Brindley Victorian Railways
Architectural style	Victorian Federation/Edwardian

Traditional Owner Information

Mordialloc Railway Station Precinct is located on the traditional land of the Bunurong People. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this place is the Bunurong Land Council Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not included in the Victorian Aboriginal Heritage Register. It is near several areas of Aboriginal Cultural Heritage Sensitivity.

Integrity

The integrity of the place is fair. Although the place can still be read as a historic railway station, due to incremental change the overall integrity of the station is comparatively low.

(March 2023)

Intactness

The intactness of the place is fair. Although some of the early buildings remain, there has been substantial change across the complex.

(March 2023)

Condition

The condition of Mordialloc Railway Station Complex is good.

Although there are some signs of deterioration, the overall condition appears to be sound.

(March 2023)

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. Or a place or object may be in excellent condition but be of low cultural heritage significance.



Recommendation 2 – Mordialloc Railway Station Precinct

Statutory requirements under section 40

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

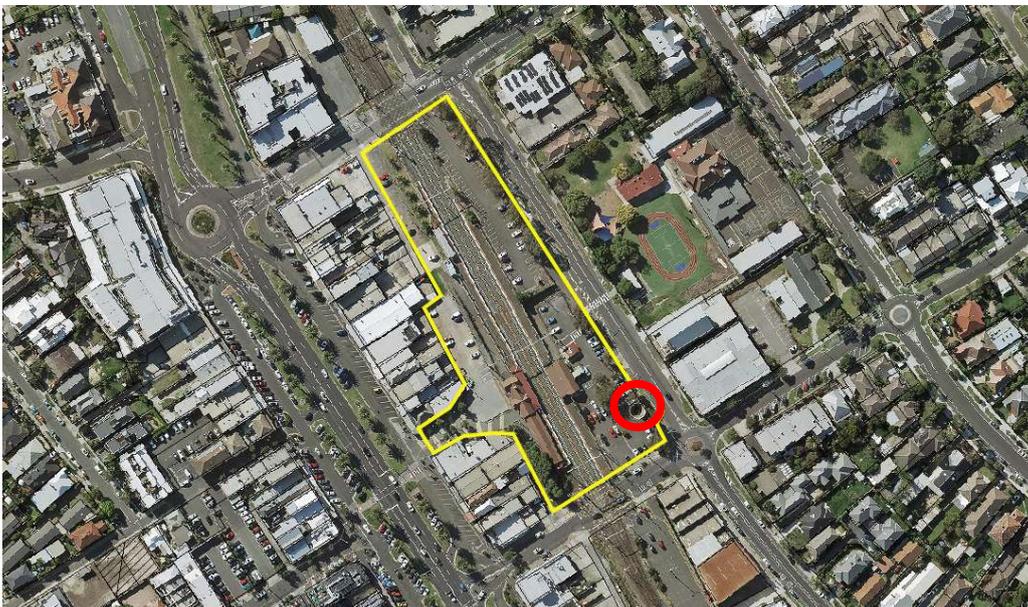
The Executive Director recommends that the Mordialloc Railway Station Precinct is not included in the VHR.

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

Name: Mordialloc Railway Station Precinct

Location: Albert Street, Mordialloc

Location diagram



The area proposed to not be included in the VHR is outlined in yellow, whereas the extent to be included (railway water tower) is outlined in red.



Recommendation 2 – Mordialloc Railway Station Precinct

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 Mordialloc Railway Station Precinct 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: 'Linking Victorians by rail'.
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	<p>This phase is of historical importance having made a strong and influential contribution to Victoria.</p> <p>Victoria was the first of the colonies to develop passenger rail transport in 1854 with the opening of a railway from Melbourne to Port Melbourne.</p> <p>From that time, the railway network expanded across both the metropolitan area and regional Victoria to become one of the most extensive rail freight and passenger systems in Australia.</p> <p>Melbourne was the first of the Australian capitals to electrify its suburban railway system providing fast and efficient commuter services to the city.</p> <p>Today, while freight traffic has greatly diminished across the State, the suburban and country mainline rail passenger system is still relied upon and vital for many Victorians.</p>
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 phase of 'Linking Victorians by rail' in the fabric of the place and documentary sources.
If A1, A2 and A3 are <u>all</u> 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.



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 importance to be understood better than most other places or objects in Victoria with substantially the same association?	No	<p>The place does not allow the association with the phase 'Linking Victorians by rail' to be better understood than most other similar places.</p> <p>There are a large number of railway stations, goods sheds, bridges and other rail infrastructure which demonstrate the development of the railway network across Victoria. Most of the nineteenth and early twentieth century railway infrastructure at Mordialloc has been removed apart from the station buildings and water tower. The station buildings are typical of the type. Apart from the railway water tower, there is no railway feature or historical aspect which elevates the Mordialloc Railway Station Precinct to a position where it demonstrates the historical phase better than other examples in the state.</p>

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.
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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 phases which are of importance in Victoria's cultural history: 'Linking Victorians by rail'.
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 'Linking Victorians by rail' in the fabric of the place and documentary sources.
B3)	Is there evidence that place/object is rare or uncommon, <u>or</u> has rare or uncommon features?	No	<p>B3(i) There is no evidence that the place is rare or uncommon.</p> <p>Railway stations from the Victorian and Edwardian eras are not uncommon.</p> <p>B3(ii) There is no evidence that the place has rare or uncommon features.</p> <p>The timber Victorian station building on the upside platform at Mordialloc is typical of the era but does not have particular features or design qualities that were not replicated elsewhere. The Edwardian era shelter on the downside platform is also typical of the era. It does not have features or design qualities that are uncommon across the state.</p>



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: No Criterion B is not likely to be relevant.

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 not currently visible and/or well understood or available from other sources?	No	The: 1) physical fabric and 2) documentary evidence and 3) associated oral history or cultural narratives relating to Mordialloc Railway Station Precinct do not indicate a likelihood that the place contains evidence of cultural heritage significance that is not currently visible and/or well understood or available from other sources There is the potential for remnants of the Mordialloc railway goods yard, sidings, the station master's residence and other infrastructure to exist beneath the surface of the railway carpark. However, these elements are not unusual. They survive intact in other railway locations. In the case of Mordialloc, these features are also recorded in historic photographs, plans and diagrams such that the features can be understood.
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?	No	The integrity and condition of the place may be good, but it is unlikely to yield information through investigation that is not currently visible and/or well understood or available from other sources (see C1).

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,	Yes	Mordialloc Railway Station Precinct belongs to the class of railway station precinct or complexes. This class has a clear association with the following in Victoria's history: 'Linking Victorians by rail'.



custom or way of life in Victoria's history?

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	<p>'Linking Victorians by rail' is a historical phase which has made a strong and influential contribution to Victoria.</p> <p>From the establishment of railways in Victoria in 1854, the railway system has been critical in the economic and social development of the State through the movement of freight and people.</p>
D3)	Are the principal characteristics of the class evident in the physical fabric of the place/object?	Yes	<p>The principal characteristics of the class are evident in the physical fabric of the place.</p> <p>The Mordialloc Railway Station Precinct has some characteristics of a railway complex in the form of the station buildings and water tower. However, it has also lost several elements that might be considered typical of a railway precinct. The losses that have occurred at Mordialloc since 1881 include sidings, goods shed, engine shed, station master's residence, signal box, railway crossing gates, semaphore signals and water column.</p>

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.
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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>Mordialloc Railway Station Precinct is not a notable example of the class of railway station precinct or complex.</p> <p>Mordialloc Railway Station Precinct cannot be considered a fine example of the class. This is due to the loss of several elements that are typical of a railway precinct and which survive at other locations across the State (see D3 above).</p> <p>Mordialloc Railway Station Precinct cannot be considered an influential example of the class. It was part of the continuum of railway development in Victoria and the elements at Mordialloc did not lead to reforms or improvements in the design of railway infrastructure at other locations.</p> <p>Mordialloc Railway Station Precinct cannot be considered a pivotal example of the class. The elements at Mordialloc did not encapsulate a key evolutionary stage in the development of railway precincts or complexes.</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 timber railway stations and shelters of the Victorian and Edwardian eras.

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/or Critical recognition of the aesthetic characteristics of the place/object within a relevant art, 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? 	No	<p>There is no evidence that the aesthetic characteristics at the place are 'beyond the ordinary' or are outstanding.</p> <p>The aesthetic qualities of the railway station buildings at Mordialloc have not been identified within any relevant discipline or received critical recognition within art, design, architectural or similar circles. There is no evidence of wide public acknowledgement of the aesthetic qualities of the place in publications, painting, sculpture, songs, poetry literature or other similar media.</p>

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 Mordialloc Railway Station Precinct does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created.</p> <p>Apart from the water tower, there are no elements that demonstrate technical achievement (for example engineering or scientific) or creative achievement beyond</p>



what was typical for the time in which the railway buildings were designed and constructed.

F2)	Does the physical evidence demonstrate a high degree of integrity?	No	<p>The physical evidence at the place does not demonstrate a high degree of integrity.</p> <p>While the railway station buildings display a degree of integrity, other elements that demonstrate a railway precinct, apart from the water tower, have been removed. Within the nominated area, the station master's house has been removed as has the goods shed, sidings, signal box, semaphore signals, engine shed and level crossing gates.</p>
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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 Mordialloc Railway Station has social value in the present day to groups such as the Mordialloc and District Historical Society that have an interest in historical landmarks and buildings in the area.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; <u>and</u>	Yes	There is evidence of a strong attachment between groups such as the Mordialloc and District Historical Society and the Mordialloc Railway Station Precinct.
iii)	Existence of a time depth to that attachment.	Yes	<p>There is evidence of the attachment dating to at least the 1990s and potentially earlier.</p> <p>In the late 1990s, the City of Kingston began a municipal wide heritage study which included input from knowledgeable members of the community and historical societies. The report identified the Mordialloc Railway Station to be of significance. In the assessment completed in 2001, the Mordialloc Railway Station was identified to be of social significance amongst other heritage values. The statement of significance stated that 'the station is of local significance for its long association with the local community'. Upon completion of the heritage study, Kingston City Council introduced a Heritage Overlay providing local level protection for the railway station buildings and water tower.</p>

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:	Yes	Criterion G is likely to be relevant.
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Step 2 State-level test for Criterion G

No.	Test	Yes/No	Reason
SG1)	Is there evidence that the social value resonates across the broader Victorian community as part of a story that contributes to Victoria's identity?	No	<p>SG1(i) The social value of the Mordialloc Railway Station Precinct is part of a story in Victoria that contributes to Victoria's identity.</p> <p>Linking Victorians by rail is an important aspect of Victoria's history that contributes to Victoria's identity as a State.</p> <hr/> <p>SG1(ii) There is no evidence that the social value of the Mordialloc Railway Station Precinct resonates beyond the Kingston community to the broader Victorian community.</p> <p>The Mordialloc railway station buildings are a local landmark which is valued by people in the City of Kingston. There is no evidence that its social value has a broader resonance across Victoria. This is also true of many of the State's railway stations.</p>

If **all facets** of SG1 are satisfied, then Criterion G is likely to be relevant at the State level

Executive Director's Response:	No	Criterion G is not likely to be relevant at the State level.
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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	<p>H1(i) There is a direct association between the Mordialloc Railway Station Precinct and Thomas Bent, politician and land speculator.</p> <p>Thomas Bent was Minister for Railways and was involved in the development of the railway between Caulfield and Mordialloc.</p> <p>H1(ii) Thomas Bent has made a strong or influential contribution in their field (local and State politics and land speculation).</p> <p>Following a career in local politics on the Moorabbin Roads Board, Thomas Bent was elected to the Victorian Parliament in 1871. While serving in the Victorian Parliament, he was elected to Brighton Council in 1874. At various times, he was Mayor of Brighton and Chairman of the Moorabbin Roads Board, sometimes simultaneously. He served as the State Member for Brighton until 1891 and again from 1900 to 1909. Bent was also heavily involved in land speculation and floated the Thomas Bent Land Company in 1888.</p>
H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	There is evidence of the association between the Mordialloc Railway Station Precinct and Thomas Bent.



Thomas Bent played a prominent and direct role in the development of the line. There is also evidence that demonstrates Bent's role in advocating for economies in the design of railway stations between Caulfield and Mordialloc.

H3)	Does the association relate: • 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?	Yes	<p>H3(i) The association between the Mordialloc Railway Station Precinct and Thomas Bent relates directly to the achievements of Thomas Bent.</p> <p>Thomas Bent, as the Minister for Railways, played a role in the development of the railway between Caulfield and Mordialloc.</p> <p>H3(ii) The association relates to a close interaction between Thomas Bent and the Caulfield to Mordialloc railway.</p> <p>There is evidence of an interaction between Thomas Bent and the economical design of stations along the line including Mordialloc railway station.</p>
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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:	Yes	Criterion H is likely to be relevant.
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Step 2 State-level test for Criterion H

No.	Test	Yes/No	Reason
SH1)	Are the life or works of the person/persons important to Victoria's history?	Yes	<p>The life or works of Thomas Bent is important in Victoria's history.</p> <p>Thomas Bent in his role as a local and State politician and as a land speculator, directly influenced the lives of many people in the Brighton, Moorabbin and the bayside suburbs. He was also an influential Victorian politician at a State level.</p>
SH2)	Does this place/object allow the association between the person or group of persons and their importance in Victoria's history to be readily appreciated better than most other places or objects in Victoria?	No	<p>The place does not allow the association between the Thomas Bent and their importance to be readily appreciated more than most other places or objects in Victoria.</p> <p>Thomas Bent's influence was widespread particularly as a local politician in Brighton and Moorabbin. As a land speculator, he is associated with the acquisition, development, subdivision and sale of many properties. This included Rippon Lea (which he used for entertaining and not as a residence), St. Ninian's Estate, St Kilda Street, Brighton; 750 acres at Frankston; Waverley Estate, Wellington Street Brighton; and small areas of land at New Street, Elsternwick; Wilmott Street, Brighton; Male Street, Brighton; Bay Street, Brighton; Vickery Street, Brighton; Elizabeth Street Brighton; Wilson Street, Brighton. He also speculated in land at Footscray, Fairfield, Corinella, Newport and Ascot Vale. Bent was a keen supporter of the University of Melbourne and the State Library and Museum.</p>



Thomas Bent is not well known for his associations with the Mordialloc Railway Station Precinct.

If SH1 and SH2 are satisfied, then Criterion H is likely to be relevant at the State level

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

These places were selected as comparators to Mordialloc Railway Water Tower to ascertain its significance to places of the same class and with similar historical associations. The paucity of comparable structures in Melbourne's metropolitan rail network means that water towers located along regional rail lines have been used as a comparison for this element of the station complex at Mordialloc.

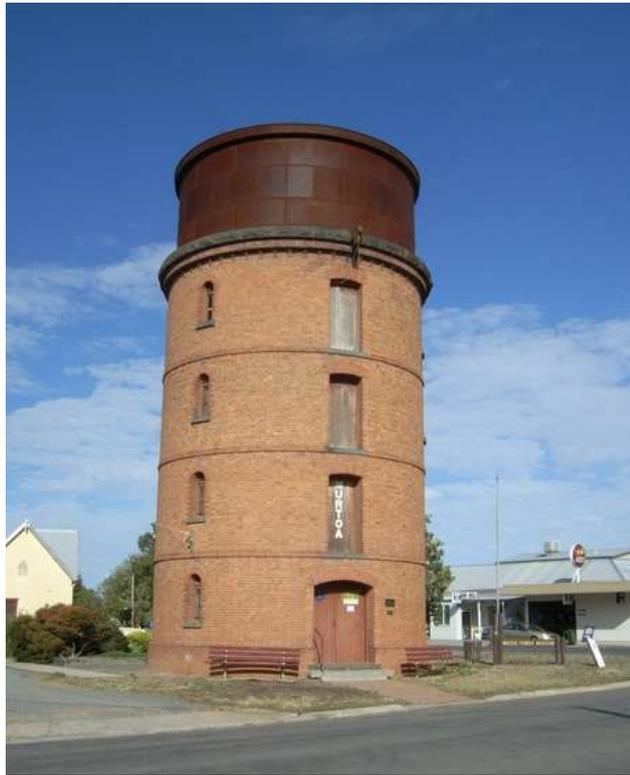
Railway Water Towers

Former Railway Water Tower, Comyn Street and Soldiers Avenue, Murtoa (VHR H1193)

The Former Railway Water Tower, Comyn Street and Soldiers Avenue, Murtoa is of historical and architectural significance to the State of Victoria.

The cylindrical tower is of architectural significance as an important example of a building type. The building, one of only six remaining brick water towers in Victoria, is a rare surviving example of an industrial building type and is important for its ability to demonstrate early building technology.

The former Railway Water Tower is historically significant for its association with the Victorian Railways and 19th century steam engines. The building was constructed in 1885 to provide a watering service for steam locomotives and it remains as a testimony to the age of steam power. The building demonstrates the importance of railway networks and infrastructure, which existed to service the steam engines, and it is also of significance for its later use as a storage tank for the town's reticulated water supply.





Elmore Railway Station and Water Tower, 61 Railway Place, Elmore (VHR H1672)

Elmore Railway Station and Water Tower, 61 Railway Place, Elmore is of historical and architectural significance to the State of Victoria.

The water tower is historically significant as a reminder of the pre-eminence of the steam era. The tower is a substantially intact example of a railway water tower constructed during the late 19th century to facilitate the operation of the steam engines.

Elmore Railway Station is architecturally significant as an important and intact example of the 'Castlemaine' style of railway stations. The station buildings are enhanced by the water tower.



St Arnaud Railway Station, Queens Avenue, St Arnaud (VHR H1594)

St Arnaud Railway Station, Queens Avenue, St Arnaud is of historical and architectural significance to the State of Victoria.

St Arnaud Railway Station is architecturally significant as an important member of the 'St. Arnaud' style of station buildings. The water tower is also architecturally significant; the use of riveted, curved 1/8" steel plates to form the hemispherical shape of the 5,000-gallon tank is of particular interest.

The hemispherical water tower is historically significant as the last remaining example of its type and an important reminder of the steam era.



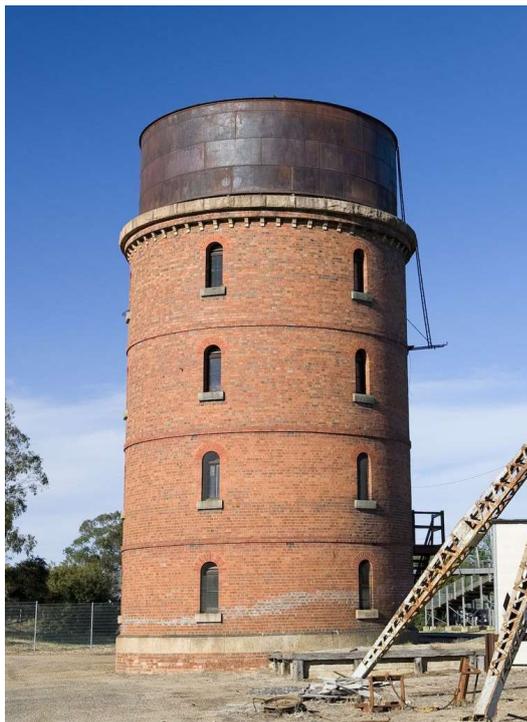


Wangaratta Railway Station Complex, 37 Norton Street, Wangaratta (VHR H1597)

Wangaratta Railway Station Complex, 37 Norton Street, Wangaratta is of historical and architectural significance to the State of Victoria.

Wangaratta Railway Station is architecturally significant as the only remaining intact example of a major bi-chromatic brick structure on the V-Line network.

The station's importance as a late Victorian junction station on the North-Eastern railway is enhanced by the other structures within the complex, such as the large, circular, four-storey brick water supply system. It is significant as a substantially intact example of the large railway water towers constructed during the late 19th century to facilitate the operation of the steam engines.



Kyneton Railway Station Complex, 1 Mollison Street, Kyneton (VHR H1602)

Kyneton Railway Station Complex, 1 Mollison Street, Kyneton is of historical and architectural significance to the State of Victoria.

The Kyneton Railway Station Goods Shed and Water Tower are historically significant, being among the earliest railway buildings to be built in Victoria. The water tower at Kyneton Railway Station is historically significant as an important reminder of the steam railway era.

The complex is further characterised by the architectural composition of all the buildings on the site as a cohesive whole, with the principal buildings commonly constructed of basalt.



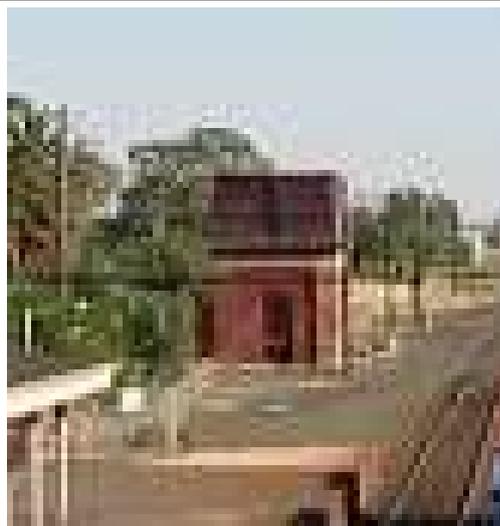


Echuca Railway Station Complex, 116 Sturt Street, Echuca (VHR H1059)

Echuca Railway Station Complex, 116 Sturt Street, Echuca is of historical and architectural significance to the State of Victoria.

The size and details of the complex, particularly the substantial two-storeyed station building, the double gable roofed brick goods shed and the rectangular Italianate engine shed with oculus and round arched arcading, demonstrate the importance of not only Echuca within the state but also the importance of the railway line to the economic growth of Victoria.

The water tank and tank house compares with Bendigo (tank removed) and is the most intact of its type.



Pirron Yallock Railway Station Complex, 2 Station Road, Pirron Yallock (VHR H1584)

Pirron Yallock Railway Station Complex, 2 Station Road, Pirron Yallock is of historical and architectural significance to the State of Victoria.

Pirron Yallock Railway Station building is also significant as a unique example of the 'Ringwood' style of station buildings, serving as a key contributor to the development of this typological group.

Pirron Yallock Railway Station is historically significant as an example of a less elaborate station built by the Railways Department during the economic depression of the 1890s.

The water tower is historically significant for its associations with the former steam railway era.



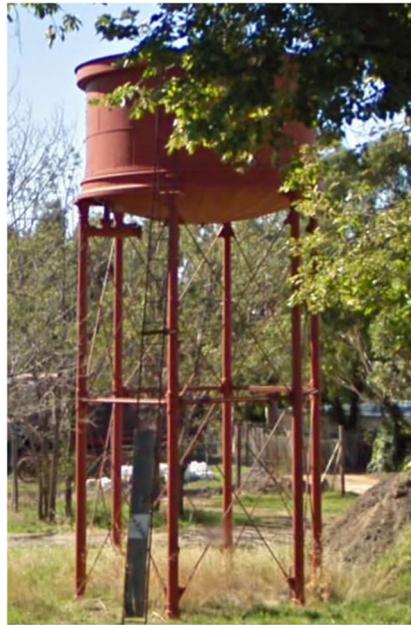


**Maldon Railway Station Complex, 13
Hornsby Street, Maldon (VHR H1573)**

Maldon Railway Station Complex, 13
Hornsby Street, Maldon is of historical and
architectural significance to the State of
Victoria.

Maldon Railway Station is architecturally
significant as an intact and representative
example of a terminus erected during the
massive railway building program during the
1880s in Victoria.

The water tower is of significance as an
important reminder of the former steam
railway era.



**Former Ararat Locomotive Depot and
Turntable, Ararat Railway Complex, High
Street, Ararat (VHR H1093)**

Former Ararat Locomotive Depot and
Turntable, Ararat Railway Complex, High
Street, Ararat is of historical and architectural
significance to the State of Victoria.

The Former Ararat Locomotive Depot has an
association with the important role played by
the railway in the economic growth of
Victoria.

The water towers were erected in the late
1920s.





Railway Station Precincts

These places were selected as comparators to the Mordialloc Railway Station Precinct to ascertain its significance to places of the same class and with similar historical associations. While examples from metropolitan Melbourne have been used below, there are also several registered railway precincts or complexes in regional Victoria that include multiple elements such as railway station buildings, goods sheds, signal boxes, water towers and other related infrastructure. These are referred to in the concluding summary.

Williamstown Railway Station, 17 Hanmer Street, Williamstown (VHR H1599)

The Williamstown Railway Station Precinct is historically significant as the only substantially intact station precinct remaining from the first Government railway line to be opened in the State. The original fabric at the Williamstown Railway Station precinct includes part of the station building and platform canopy, the platform, the abutments of the Thompson Street Bridge, rail alignments and cutting. The station continues in its original use.



Hawthorn Railway Station, 54 Burwood Road, Hawthorn (H1566)

The Hawthorn Railway Station Complex is historically significant for its clear association with the initial operation and expansion of privately-owned railway services across the Yarra River in the early 1860s. As the first extension of the suburban rail system to the east it played an important role in the transformation of Melbourne from a walking city to a commuter city. The early 1880s buildings at Platform 1 demonstrate the first of the Victorian Government's alterations and additions to the Station following its 1878 acquisition of this line. The island platform (Platform 2 and 3) illustrates the 1880s, 1890s and early 1900s modifications to this Station when its original role as a terminus evolved due to the extension of its single-track line eastward to Camberwell, the subsequent duplication of that line, and the construction of a 2.4km branch line which extended from Hawthorn northward to Kew Station.



Ringwood Railway Station, 130-136 Maroondah Highway, Ringwood (H1587)

Ringwood Railway Station is historically significant due to the role the station, and the



line, played in the development of Melbourne's eastern suburbs. Coinciding with the 1880s land boom, the construction of these stations aided the substantial development of eastern suburban Melbourne. Ringwood Railway Station is architecturally significant as an illustrative assemblage of nineteenth century and early twentieth century railway buildings. The upside building at Ringwood Railway Station is of architectural significance as a rare surviving example of the early modular style of station buildings. The downside building is a comparatively rare example of the Tudor style station. The signal box is a comparatively rare and intact example of a signal box of this size.



Ripponlea Railway Station, 11-13 Glen Eira Road, Ripponlea (H1588)

The Ripponlea Railway Station Complex is of architectural importance as a rare and intact example of a timber Edwardian era railway station. Later changes have been minimal and the ticket offices retain their early fittings, including the pressed metal ceilings. 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. Ripponlea Railway Complex is of architectural importance as 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 park either side of the station which includes exotic plantings such as Canary Island Palms, is important as one of only a few examples of Railway Reserves which have been used to provide gardens for the public.





Summary of Comparisons

Railway Water Towers

While the VHR contains several water towers and tanks associated with the operation of railways, Mordialloc Railway Water Tower is unique in that the tank is constructed with metal-reinforced concrete. The use of reinforced concrete for large-scale water storage, especially in a railway context, was a relatively novel technology at the beginning of the twentieth century. The striking cone form and elegant use of concrete is an evocative and rare reminder of the steam era in metropolitan Melbourne.

Following the electrification of Melbourne's suburban rail network in the second and third decades of the twentieth century, obsolete water towers were gradually removed as part of these modernisation efforts. This includes the only other known example of a concrete water tower of the same design at Dandenong railway station, removed in the 1960s. Across the metropolitan network, there are few known examples of other railway water towers from any period still in existence. An exception to this is the square cast iron water tower at Sunbury, traditionally considered to be a part of the regional railway network, now within the electrified metropolitan system with the extension of the line through to Sunbury from Sydenham in 2012.

Mordialloc Railway Water Tower is therefore a rare surviving example of steam-era railway infrastructure situated within Melbourne's metropolitan network. It is also highly likely to be the last remaining example of a railway water tower constructed using reinforced concrete in the entire state. These unique qualities differentiate Mordialloc Railway Water Tower from comparative examples currently on the VHR and increases our understanding of the role played by steam rail infrastructure in the operation of the metropolitan rail network prior to electrification.

Railway Station Precincts

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 from the 1880s through to early decades of the twentieth century, a period coinciding with the transition of the network from a reliance on steam to electricity.

Mordialloc Railway Station Precinct does not have the integrity that is displayed in other registered metropolitan railway precincts or complexes, or at several country locations. Despite the local importance of Mordialloc Railway Station, there is currently no evidence that elevates the place to State level heritage significance. It does not compare with other more intact examples of railway station precincts on the VHR, across both the Victorian and Edwardian periods, including the following examples in metropolitan Melbourne:

- Williamstown Railway Station (H1599)
- Hawthorn Railway Station (H1566)
- Ringwood Railway Station (H1587)
- Ripponlea Railway Station (H1588)

While Mordialloc is comparable to Ringwood in exhibiting both Victorian and Edwardian structures, it does not compare in terms of its architectural, social, historical, or aesthetic significance. Similarly, Ripponlea's high level of Edwardian design is a more aesthetically accomplished example than Mordialloc. 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 Ripponlea.

As a complex, several of Mordialloc's ancillary structures have been lost, including the sidings, goods shed, signal box, level crossing gates, stationmaster's house, engine shed and semaphore signals.

However, many of these elements (or combinations thereof) can still be found at other registered places including Ballarat Railway Complex (VHR H0902), Castlemaine Railway Precinct (VHR H1664), Kyneton Railway Station Complex (VHR H1602), Maryborough Railway Station (VHR H1577) and Wangaratta Railway Station Complex (VHR H1597).

Signal boxes and level crossing gates can also be found along the Former Coburg Railway line (VHR H0952), at Clifton Hill Railway Station Complex (VHR H1668) and the Interlocking Railway Crossing Gates at Yarraville (VHR H1028).



Unlike the registered railway stations at Williamstown, Hawthorn, Ringwood and Ripponlea, much of the existing fabric of the railway station buildings at Mordialloc underwent various degrees of alteration and addition works. These include:

- internal alteration of the 1882 (upside) station building
- western addition to the 1882 station building
- non-original window openings of the 1887 addition
- loss of a brick chimney and slate roofing to the 1882 station building
- the removal of decorative elements such as the gable king posts and cast-iron finials to the 1882 building
- roof extension to the (downside) Edwardian passenger shelter
- removal of the lamp room

As such, the comparative analysis concludes the integrity of the place has been compromised and can no longer be read as a comprehensive railway precinct. On this basis, it is recommended that the broader precinct is not included in the VHR.



Recommendation 1 – Mordialloc Railway Water Tower

Summary of cultural heritage significance (section 40(4)(a))

Statement of significance

What is significant?

Mordialloc Railway Water Tower built by James Younger in a simplified Edwardian Style in c1910. It comprises an inverted cone constructed from metal-reinforced concrete sitting on a circular brick base.

How is it significant?

The Mordialloc Railway Water Tower is of historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

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

Criterion B

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

Why is it significant?

The Mordialloc Railway Water Tower has a clear association with the rapid expansion of Victoria's railway network. The association is evident in the water tower for its clear illustration of the later stages of the steam-powered locomotive era before the electrification of the network in the interwar period. This expansion phase is of historical significance, having been key in the development of Victoria's railway. [Criterion A]

The Mordialloc Railway Water Tower is a rare example of its type in existence in Victoria and is likely to be one of the last water towers of any type within the entire suburban rail network. Its striking form was not widely replicated in Victoria. The use of metal-reinforced concrete in the construction of the cone represents a relatively early and novel use of this material. [Criterion B]



Recommendation 1 – Mordialloc Railway Water Tower

Recommended permit exemptions under section 38

Introduction

A heritage permit is required for all works and activities undertaken in relation to VHR places and objects. Certain works and activities are exempt from a heritage permit, if the proposed works will not harm the cultural heritage significance of the heritage place or object.

Permit Policy

It is recommended that a Conservation Management Plan is utilised to manage the place in a manner which respects its cultural heritage significance.

Permit Exemptions

General Exemptions

General exemptions apply to all places and objects included in the VHR. General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Act.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

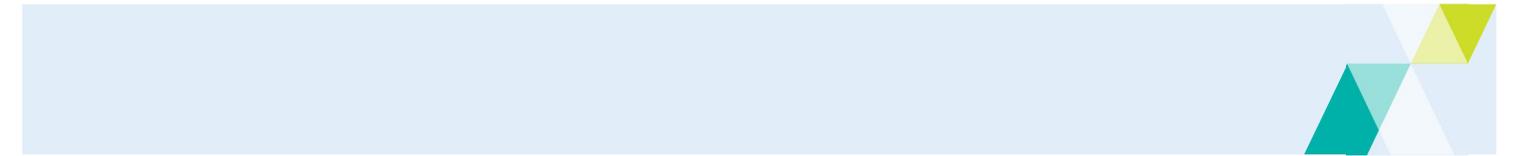
Find out more about heritage permit exemptions [here](#)

Specific Exemptions

The works and activities below are not considered to cause harm to the cultural heritage significance of the Donald Shire Offices subject to the following guidelines and conditions:

Guidelines

1. Where there is an inconsistency between permit exemptions specific to the registered place or object ('specific exemptions') established in accordance with either section 49(3) or section 92(3) of the Act and general exemptions established in accordance with section 92(1) of the Act specific exemptions will prevail to the extent of any inconsistency.
2. In specific exemptions, words have the same meaning as in the Act, unless otherwise indicated. Where there is an inconsistency between specific exemptions and the Act, the Act will prevail to the extent of any inconsistency.
3. Nothing in specific exemptions obviates the responsibility of a proponent to obtain the consent of the owner of the registered place or object, or if the registered place or object is situated on Crown Land the land manager as defined in the *Crown Land (Reserves) Act 1978*, prior to undertaking works or activities in accordance with specific exemptions.
4. If a Cultural Heritage Management Plan in accordance with the *Aboriginal Heritage Act 2006* is required for works covered by specific exemptions, specific exemptions will apply only if the Cultural Heritage Management Plan has been approved prior to works or activities commencing. Where there is an inconsistency between specific exemptions and a Cultural Heritage Management Plan for the relevant works and activities, Heritage Victoria must be contacted for advice on the appropriate approval pathway.
5. Specific exemptions do not constitute approvals, authorisations or exemptions under any other legislation, Local Government, State Government or Commonwealth Government requirements, including but not limited to the *Planning and Environment Act 1987*, the *Aboriginal Heritage Act 2006*, and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth). Nothing in this declaration exempts owners or their agents from the responsibility to obtain relevant planning, building or environmental approvals from the responsible authority where applicable.

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6. Care should be taken when working with heritage buildings and objects, as historic fabric may contain dangerous and poisonous materials (for example lead paint and asbestos). Appropriate personal protective equipment should be worn at all times. If you are unsure, seek advice from a qualified heritage architect, heritage consultant or local Council heritage advisor.
 7. The presence of unsafe materials (for example asbestos, lead paint etc) at a registered place or object does not automatically exempt remedial works or activities in accordance with this category. Approvals under Part 5 of the Act must be obtained to undertake works or activities that are not expressly exempted by the below specific exemptions.
 8. All works should be informed by a Conservation Management Plan prepared for the place or object. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.

Conditions

1. All works or activities permitted under specific exemptions must be planned and carried out in a manner which prevents harm to the registered place or object. Harm includes moving, removing or damaging any part of the registered place or object that contributes to its cultural heritage significance.
2. If during the carrying out of works or activities in accordance with specific exemptions original or previously hidden or inaccessible details of the registered place are revealed relating to its cultural heritage significance, including but not limited to historical archaeological remains, such as features, deposits or artefacts, then works must cease and Heritage Victoria notified as soon as possible.
3. If during the carrying out of works or activities in accordance with specific exemptions any Aboriginal cultural heritage is discovered or exposed at any time, all works must cease and the Secretary (as defined in the *Aboriginal Heritage Act 2006*) must be contacted immediately to ascertain requirements under the *Aboriginal Heritage Act 2006*.
4. If during the carrying out of works or activities in accordance with specific exemptions any munitions or other potentially explosive artefacts are discovered, Victoria Police is to be immediately alerted and the site is to be immediately cleared of all personnel.
5. If during the carrying out of works or activities in accordance with specific exemptions any suspected human remains are found the works or activities must cease. The remains must be left in place and protected from harm or damage. Victoria Police and the State Coroner's Office must be notified immediately. If there are reasonable grounds to believe that the remains are Aboriginal, the State Emergency Control Centre must be immediately notified on 1300 888 544, and, as required under s.17(3)(b) of the *Aboriginal Heritage Act 2006*, all details about the location and nature of the human remains must be provided to the Secretary (as defined in the *Aboriginal Heritage Act 2006*).

Exempt works and activities

1. Ground level works to maintain, reconfigure or improve the Mordialloc Railway Station Carpark including the repair or resealing of the carpark surface; the repair, removal, installation or maintenance of kerbing, bollards, speed humps, wheel stops and boom gates; the maintenance, removal or installation of plantings and landscaping; the repair, removal or installation of directional signage and line marking; and the repair, removal or installation of lighting.
2. The repair, resurfacing or replacement of footpaths, nature strips, roads and kerbing and the installation, repair or removal of regulatory signs, warning signs, traffic lights, and street signs.
3. The removal, repair or installation of underground services, utilities and drains within the road reservation provided that the surface is returned to its former appearance upon completion.



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.

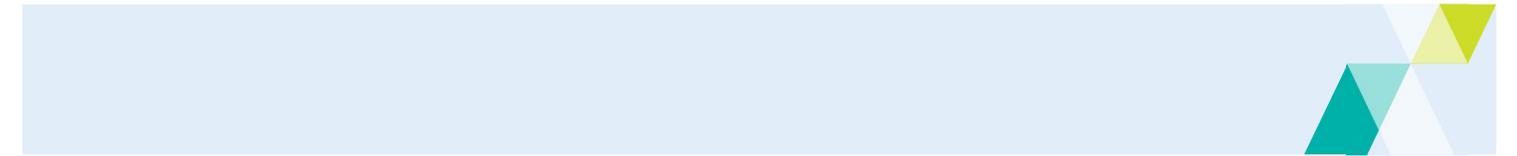
Determinations of the Heritage Council (section 49)

- (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.

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- (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.

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- (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.