Statement of Recommendation from the Executive Director, Heritage Victoria

Euroa Railway Goods Shed

1 – 11 Elliot Street, Euroa, Strathbogie Shire

Taungurung Country

VICTORIA State Government

HERITAGE VICTORIA

Executive Director recommendation

Under section 37 of the *Heritage Act 2017* (the Act) I recommend to the Heritage Council of Victoria (Heritage Council) that the Euroa Railway Goods Shed, located at Elliot Street, Euroa is not of State-level cultural heritage significance and should not be included in the Victorian Heritage Register (VHR).

I suggest that the Heritage Council determine that:

- the Euroa Railway Goods Shed 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
- 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 in accordance with section 49(1)(c)(ii).

STEVEN AVERY
Executive Director, Heritage Victoria

Date of recommendation: 15 January 2024

Explanatory note to readers

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

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

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

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

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

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

More information about heritage protection in Victoria can be found on the Heritage Council website.

The process from here

a) 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.

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

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

c) Heritage Council determination (sections 46 and 49)

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

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

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

d) 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.

e) Further information

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

Description

The following is a description of the Euroa Railway Goods Shed at the time of the site inspection by Heritage Victoria in December 2023. Due to the presence of hazardous material only the exterior of the goods shed was inspected in detail. In areas where the interior could not be visually inspected, recent photographic surveys have been used as the basis for this description.

The place is located on the traditional lands of the Taungurung people.

Setting and Context

The freestanding goods shed is located on the western side of the main rail corridor at Euroa, directly opposite the passenger platform and station building. The timber station building, constructed in 1878 but later modified, features a large, corrugated metal platform canopy supported by curved metal support brackets. A signal bay also projects onto the platform. A small van goods shed, clad in corrugated sheeting, sits directly to the south of the main passenger building.

All tracks servicing the former goods siding have been removed. An external goods platform, constructed from earth with timber and concrete retaining walls, extends northwards from the goods shed. The base of a former goods crane is set within a concrete pad on the platform.

Goods Shed

The shed is of a simple gable design, with a short overhanging eave on the western elevation to provide shelter for the vehicle loading platform. A distinctive roof lantern runs almost the entire length of the shed. A “through roadway” provides rail access to the internal platform along the eastern edge of the shed and is accessed via (modern replacement) swing doors at the northern and southern ends. The entire structure is clad in corrugated metal sheeting of various gauges and lengths.

The eastern elevation faces directly onto the rail corridor. It features a tuck-pointed dressed masonry wall at the base, consisting of several courses of granite capped in bluestone. The upper three-quarters of the elevation are clad in corrugated metal sheeting with no external openings, terminating in the main timber roof beam supporting a full-length gutter.

The western elevation sits on several courses of granite with little of the mortar still in place. A pair of sliding loading doors, also clad in corrugated metal, provide access to the internal loading platform for road vehicles. A projecting timber ledge is supported on a series of metal I-beams, possibly the remnants of what would have once been a wider vehicle loading platform. Strips of horizontal timber coping are located along the corrugated metal walling to protect the shed from vehicle impact. The overhanging eave is supported on a series of metal brackets, many of which double as downpipes servicing the gutter.

The north and south elevations both feature full height swing doors to access the internal roadway for use by rail traffic. These swing doors have replaced the original timber framed doors. Undecorated barge boarding lines the gable ends of both elevations. The north elevation features an access door leading directly from the goods platform, while on the southern elevation a second access door is reached via a set of simple timber steps. A gap in the corrugated sheeting in the southern gable end reveals the likely location of the circular vent (now removed).

Internally, the shed is dominated by the large loading platform. A layer of bitumen now covers what appears to be the original timber decking. Concrete stumps have replaced the original timber that once supported the platform structure. All rail track has been removed from the internal roadway (siding) The remains of a weighing platform is located in the south-west corner, close to the loading doors on the western elevation. Internal framing is in timber with prefabricated metal roof trusses.

Materiality

The upper section, including the roof, is entirely clad in corrugated metal sheeting. Much of the roof sheeting appears to be original, evidenced by both the gauge of the corrugations and the short length of the sheets, as well as the survival of the maker’s branding in several places. This is especially true on the eave overhang where “Gospel Oak” branding is still clearly visible on the underside of the sheets. The longer corrugated sheets used to clad the walls are likely to be from a later date.

The entire structure sits on a masonry plinth consisting of granite and bluestone, possibly to protect the structure against collisions with rail cars. Despite the humble appearance of the shed as a whole, considerable effort has been given to achieving a decorative finish to the masonry supporting the eastern shed wall. Consisting of several courses of granite

topped with a single row of bluestone, the dressed stone has also been tuck pointed. The remaining elevations sit on granite only, reminiscent of a drystone wall, with less attention given to achieving a decorative finish.

The entire upper part of the structure relies on internal timber framing, to which the corrugated metal sheeting is directly attached via screws. The internal goods platform is also entirely constructed of timber, though the deck is now covered by bitumen and concrete supports have replaced the original timber stumps. Also notable is the use of prefabricated, riveted iron roof trusses.

Description images

2023, north elevation of Euroa Railway Goods Shed featuring entrance to internal roadway, external goods platform, and platform access door. Source: Heritage Victoria

2023, east elevation of Euroa Railway Goods Shed with dressed stone base (right) and passenger buildings (left). Source: Heritage Victoria

2023, west elevation of Euroa Railway Goods Shed featuring roof lantern and road vehicle loading doors. Source: Heritage Victoria

2023, south elevation of Euroa Railway Goods Shed with access door and steps, swing door to internal roadway, and eave support brackets (doubling as downpipe). Source: Heritage Victoria

2023, detail of dressed granite and bluestone wall to east elevation. Source: Heritage Victoria

2023, detail of granite wall to west elevation. Source: Heritage Victoria

2023, interior of Euroa Railway Goods Shed featuring internal timber goods platform, internal roadway (track removed) and weighing platform. Source: Heritage Victoria

2023, prefabricated rivetted iron roof trusses to Euroa Railway Goods Shed. Source: Heritage Victoria

2023, underside of corrugated metal sheets to eave overhang bearing “Gospel Oak” branding. Source: Heritage Victoria

History

Settlement of Euroa

The following information on the early settlement of Euroa, including agricultural activities, has been adapted from the *Euroa Townscape and Conservation Study* prepared by David Bick in 1985.

The area around Euroa was first settled by Europeans in the 1830s with settlers attracted by both the rich pastoral land of the district and reliable fresh water supply of the Seven Creeks. The 'Euroa' run was established in 1840 with the homestead located near the junction of Brock and Kirkland streets, the name supposedly originating from the local Taungurung people's word for "joyful"[1].

The construction of a bridge across Seven Creeks in 1848 established the town as a staging post on the Sydney Road (later Hume Highway), the main overland transport route between Melbourne and Sydney. The township was officially surveyed in 1850 and the first blocks sold in 1851. Early maps reflect the original focus of the settlement principally to the north of Seven Creeks because of the danger of flooding to the south. A series of devastating floods in 1870 greatly impacted the town[2].

The north east gold rush of the early 1850s greatly increased traffic through Euroa, the influx prompting the construction of shops and hotels around the Seven Creeks crossing near the new Sydney Road. Passing trade eventually declined with waning gold returns, eventually replaced by the more sustainable, economic success enabled by the region's rich agricultural potential.

The route surveyed for the new railway in 1869, passing to the west of the established town, would also have a profound impact on the future settlement of the township. The opening of the railway in 1873 eventually shifted the commercial centre of the town from the north of Seven Creeks to the south.

The town centre was now focussed on several streets adjacent to the new railway station. The impressive architecture of the Former National Bank (1885, VHR H2194) and the Euroa Court House (1892, VHR H0960) characterise the commercial and civic pride of Euroa in the latter part of the nineteenth century. The Euroa Railway Goods Shed, opening with the line in 1873 and predating the permanent passenger building by several years, also emphasises the growing importance of agriculture and trade to Euroa's post-goldrush era economy.

Early agricultural activity and the role of the railways

European settlement of the region was largely on the back of vast pastoral runs, and agricultural activity has continued as a mainstay of the region's economy ever since. The arrival of the railway in the early 1870s opened up significant trading opportunities for locally produced agricultural produce. Early agricultural activity in the district took advantage of harvesting natural resources such as timber, with wattle bark and red gum in plentiful supply along creek banks, and the sowing of bulk crops such as wheat. Both commodities were shipped from Euroa via rail in large quantities[3]. Although early wool production provided a steady, though unspectacular, income for Euroa, other parts of the district provided far larger returns[4]. For example, reported total wool returns shipped from Euroa station in 1878 were just over 1000 bales, roughly on par with returns for larger stations such as Seymour, but falling well short of The Spring's (later Springhurst) return of over 11,000 bales[5].

Dairy also benefited greatly from the arrival of the railway, and the local industry flourished in the wake of the new markets offered by rail transport. Dairy production was given a further boost with the establishment of the Euroa Butter Factory in 1891, allowing for the processing of locally produced milk that had previously been sent elsewhere for separation. Other industries also established themselves in this period and by the mid-1890s the town boasted three sawmills, a cordial factory, flour mill, and rabbit-skinning works.

The North-Eastern Railway Line also played a role in developing the agricultural potential of the Goulburn Valley, at least until goods could be shipped directly from Shepparton with the opening of the railway to that region (via Seymour) in 1880. Several stations along the North-Eastern Line likely played a role as collection points for agricultural products originating in the Valley. Anecdotal reports suggest that, at least initially, most of the produce from the Goulburn Valley was sent to Avenel station because of the lack of a suitable overland track or the delivery of goods to Euroa[6]. This was

[1] 1908 'EARLY HISTORY OF EUROA.', *Euroa Advertiser (Vic.: 1884 - 1920)*, 2 October, p. 2., viewed 01 Jan 2024, http://nla.gov.au/nla.news-article65628127

[2] 1908 'EARLY HISTORY OF EUROA.', *Euroa Advertiser (Vic.: 1884 - 1920)*, 11 December, p. 3., viewed 02 Jan 2024, http://nla.gov.au/nla.news-article65628754

[3] CL DeBoos, *A Brief History of the Early Days of Euroa by CL DeBoos, for Back to Euroa 1934 Centenary Celebrations*, 1934, accessed 2 January 2024, https://viewer.slv.vic.gov.au/?entity=IE4637588&mode=browse

[4] Ibid

[5] Victorian Railways, *Victorian Railways Report of the Board of Land and Works for the Year Ending 31st December 1878*, 1879, accessed 2 January 2023, https://victorianrailways.net/vr%20history/annual_reports/vrar1878.pdf

[6] CL DeBoos, *A Brief History of the Early Days of Euroa by CL DeBoos, for Back to Euroa 1934 Centenary Celebrations*, 1934, accessed 2 January 2024, https://viewer.slv.vic.gov.au/?entity=IE4637588&mode=browse

rectified in 1874 when a bullock track was eventually cut between Shepparton and Euroa via Arcadia, a distance of around 20 miles[7]. For the next several years wheat and most other freight is reported to have been directed from the Goulburn Valley to Euroa until the completion of Shepparton Railway Station in 1880[8].

Development of the North-Eastern Railway Line

The high engineering standards reached on earlier main and trunk lines from Melbourne to Bendigo, Echuca and Ballarat inevitably led to growing concern around the considerable expense associated with such large railway projects[9]. The outcome was that, when it came time to planning a new line from Melbourne to Wodonga (North-Eastern Railway Line), reducing costs became a top priority. This period of railway building eventually led to what became known as the 'Light Line' era, and planning for the North-Eastern Line provided a template for later economical railway construction in the state. In particular, there was a focus on reducing expenditure on items such ballast and sidings, rolling stock, station buildings (timber and brick with corrugated metal sheeting rather than bluestone), the use of lighter rails, and the construction of iron bridges rather than stone across major river crossings[10].

Planning and construction for the entire project was overseen by then engineer-in-chief for the Victorian Railways, Thomas Higinbotham. The eventual route to Wodonga closely followed that of the Sydney Road (later the Hume Highway), taking in both larger towns as well as smaller rural communities. Construction on the line commenced north of Essendon, reaching as far as Seymour by 1872 and finally Wodonga in November 1873. It represented the third main-trunk railway in Victoria after Ballarat (1862) and Echuca (1863), but eventually eclipsed the importance of both those lines when it was further extended across the Murray River to Albury in 1883, thereby becoming part of the nation's first inter-capital rail link between Melbourne and Sydney[11].

The line was required to navigate several major rivers, with large iron cylinder rail bridges with wrought iron girders erected at the Goulburn River, Seymour (1872), Broken River, Benalla (1875, VHR H1061), and Ovens River, Wangaratta (1874). Substantial cost savings were made elsewhere on the line by a reliance on level crossings rather than road or rail bridges[12].

The pattern of cost-cutting on the line was repeated with station buildings, where a distinct pattern of design and construction was adopted depending on the relative importance of the town being serviced. In all cases the construction of stations followed that of goods sheds, and in the case of many smaller stations several years after the opening of the line[13].

The station complexes at Seymour (1874, VHR H1591), Benalla (c1874), Wangaratta (1874, VHR H1597), Chiltern (1875, VHR H1603) and Wodonga (1875) included impressive polychromatic brick station buildings and a variety of other structures. Because of their location at junctions with important branch lines (or as the terminus of the line in the case of Wodonga), the complexes at Seymour, Benalla, Wangaratta, and Wodonga were provided with a combination of additional structures such as goods sheds and sidings, water towers, locomotive turntables, signal boxes, and engine sheds.

Smaller towns, such as Euroa, had to wait several years for permanent passenger facilities. Although a goods siding and shed were provided at the opening of the line in 1873, a simple wooden structure served as the temporary station until a permanent building was provided in 1878. The eventual Euroa station building was to a standard timber design provided at numerous locations along the North-Eastern Railway Line at Broadmeadows, Essendon, Kilmore, Longwood, Springs (later Springhurst), Tallarook, Violet Town, and Avenel[14]. In common with other stations Euroa underwent various changes and upgrades in response to local conditions, including the addition of vans good shed next to the passenger building. The most significant change was the construction of a second passenger platform directly along the eastern elevation of the goods shed and linking iron pedestrian bridge in 1880 to enable crossing passenger trains on the single line railway to be dealt with simultaneously[15].

Railway goods sheds on the North-Eastern Line

Most stations on the North-Eastern Railway Line were provided with goods sheds of some description to facilitate trade and support the burgeoning agricultural industry of the regions. The design and construction of these sheds very much

[7] 1908 'EARLY HISTORY OF EUROA.', Euroa Advertiser (Vic.: 1884 - 1920), 11 December, p. 3., viewed 02 Jan 2024, http://nla.gov.au/nla.news-article65628754

[8] 1928 'VICTORIA'S COUNTRY TOWNS', Weekly Times (Melbourne, Vic.: 1869 - 1954), 4 August, p. 4., viewed 02 Jan 2024, http://nla.gov.au/nla.news-article224738161

[9] Andrew Ward and Associates, *Study of Historic Railway Buildings and Structures for V/Line*, Volume 1, 2019, p26

[10] Ibid, Volume 1 pp27-31

[11] Ibid, Volume 2 pp151

[12] A Ward, *A Story of Stations: The Architecture of Victoria's Railways in the Nineteenth Century*, Australian Railway Historical Society Victorian Division, 2019, p128

[13] Ibid, p128

[14] Ibid, p135

[15] RBA Architects and Heritage Consultants, *Strathbogie Shire Heritage Study – Stage 2*, 2013, p44

reflects the cost-saving approach taken to other buildings and structures on the line. All were constructed from a combination of cheap, lightweight, utilitarian materials (brick, timber, corrugated metal sheeting), the masonry bases seen on several sheds being the exception to this rule. Many were simplified versions of previous designs, such as the bluestone goods shed at Little River (1864, VHR H1572), or were new standard designs that were cheap, readily replicated, and easy to erect. Others, such as the immense brick goods shed at Wodonga (1873), are impressive in their scale and decorative brick detailing.

Andrew Ward has provided a useful summary of the three main goods shed designs used on the North-Eastern Line:

> *The Sheds were of three types, the first being corrugated iron clad with semi-circular roofs situated beside the running lines. The second type was also corrugated iron clad on granite base walls, with gabled roofs and having internal platforms with a track running through the shed on the traditional English principle adopted on the earlier main trunk lines. The third design was similar to the second, but of brick construction with arched entries.*[16]

Euroa fits into the second category, with the main structure consisting of corrugated metal sheeting supported on a timber frame. In terms of form, it is closely aligned with the compact gable design seen at earlier bluestone goods sheds at places such as Little River (1864, VHR H1572) and Taradale (1862, VHR H1595), taking inspiration from English precedents.

The Gospel Oak corrugated iron sheeting (still present on the roof) at Euroa was imported from the UK, as was the case with virtually all corrugated metal at this time, a consequence of limited local manufacturing capacity. Corrugated sheeting was ubiquitous as a roof and wall cladding from the 1840s onwards[17], prized for its utility, transportability, and durability. These material properties made it the ideal fit for its widespread use on utilitarian structures such as railway goods sheds (where function trumped decorative considerations), and sheeting continued to be imported from the UK in vast quantities, under several brand names, until the start of large-scale local production (in mild steel) in the early 1900s[18].

The design also incorporated prefabricated elements, especially the riveted wrought iron roof trusses, and built on the tradition (though in a simplified manner) of portable iron buildings that, like corrugated sheeting, were imported from the UK in immense numbers from the 1850s in the wake of the gold rushes. In 1854 alone an estimated 30,000 corrugated iron buildings were imported from the UK, though few of these survive[19].

The standard design employed at Euroa was widely replicated on the North-Eastern Railway Line. The original sheds located at Benalla, Violet Town, Springs, Tallarook, Longwood, and Wangaratta, many of which were later modified, all shared the same template employed at Euroa[20].

The brick sheds at Chiltern (1875, VHR H1603) and Barnawartha (c1874), noteworthy for the decorative arcading applied to their elevations, were originally intended to be constructed in corrugated sheeting. If this plan had been enacted both these sheds would have closely matched the form and scale of Euroa, but the escalating cost of iron meant that brick, somewhat counterintuitively, became the more affordable option[21]. They do, however, appear to have similar prefabricated roof trusses to those used in other goods sheds on the North-Eastern railway.

The utility of the design used in goods shed constructed along the North-Eastern Railway Line also saw its adoption on other lines during the same period, including the stations at St Arnaud (1879, VHR H1594, shed now demolished), Beaufort (1874), and potentially Talbot (constructed post-1875, possibly later modified).

Decline of the railway

Although the amalgamation of the North-Eastern Railway Line into the main Melbourne-Sydney route ensured the survival of the main rail infrastructure, particularly bridges, increasing competition from road freight and diminishing passenger numbers saw a slow decline in the importance of many stations on the line during the latter half of the twentieth century.

Redundant assets such as goods sheds, engines sheds, and signal boxes have suffered a similar fate to those located on other parts of the network. In many cases, these buildings have been demolished, replaced, or highly modified. Even large stations such as Benalla have suffered, with the loss of many of the important structures forming the complex (engine shed, locomotive roundhouse) and the detrimental demolition of large sections of the main station building.

Goods sheds have had a similarly mixed fate, with the notable survival of the brick designs at Chiltern, Barnawartha, and Wodonga. Of the lightweight corrugated goods sheds north of Seymour, the original shed at Benalla has been replaced

[16] Andrew Ward and Associates, *Study of Historic Railway Buildings and Structures for V/Line*, 1988, Volume 1 p29

[17] Alan Ogg, *Architecture in Steel*, The Royal Australian Institute of Architects, 1987, p19

[18] Ibid, p119

[19] English Heritage, *Practical Building Conservation – Metals*, Ashgate Publishing Ltd, 2012, p240

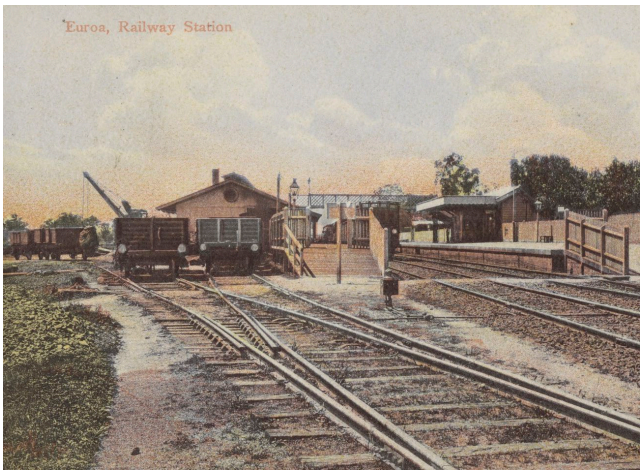
[20] A Ward, *A Story of Stations: The Architecture of Victoria's Railways in the Nineteenth Century*, Australian Railway Historical Society Victorian Division, 2019, pp128-132

[21] Ibid, p132

by a later shed of different design, while those at Springhurst, Tallarook, Longwood, and Violet Town have been demolished. Only Euroa and Wangaratta survive in close to original form, with Euroa the most intact example.

Historical images

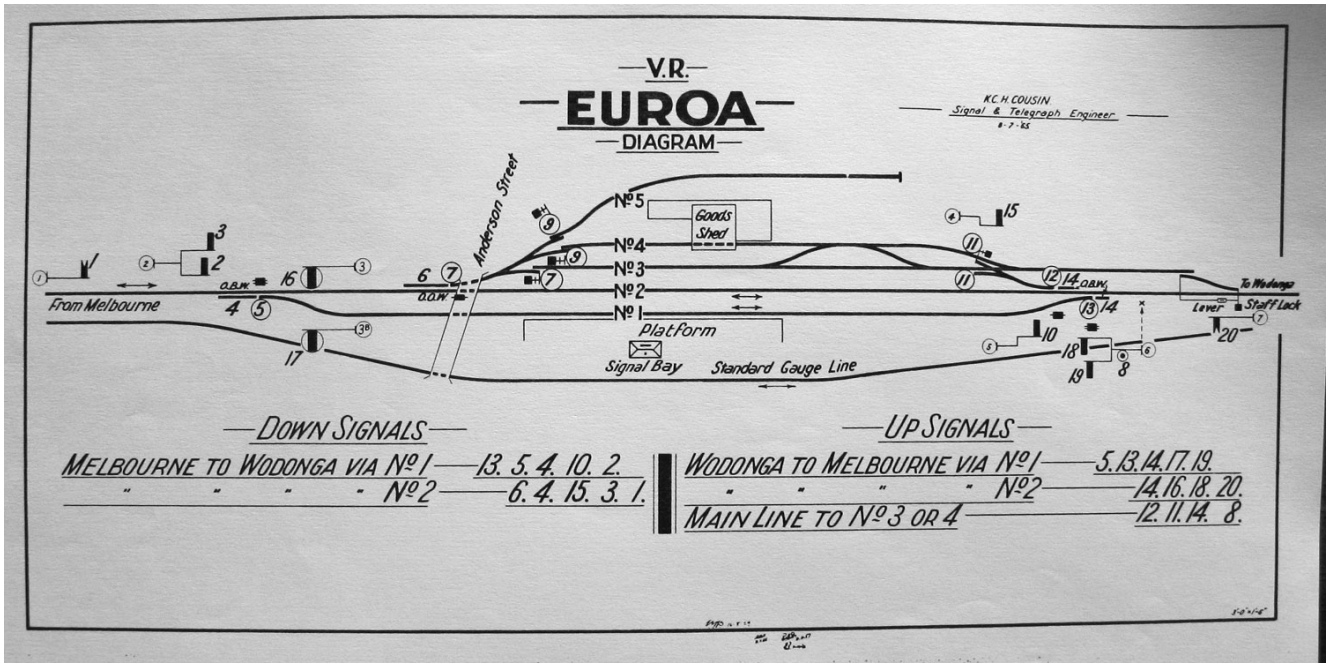
c1878-1880, Euroa Railway Station Complex, Source: Unknown, accessed via https://euroanscale.blogspot.com/p/euroa.html?m=0



c1907, Euroa Railway Station complex featuring goods shed, pedestrian bridge and two passenger platforms, Source: Museums Victoria, Norm de Pomeroy Collection

1988, Euroa Railway Goods Shed with crane, Source: Weston Langford Railway Photography

1995, Euroa Railway Goods Shed, Source: Weston Langford Railway Photography



1965, Signalling and track layout at Euroa prior to the removal of roadways associated with the goods siding, Source: VictorianRailways.Net

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Further information

Traditional Owner Information

The place is located on the traditional land of the Taungurung people. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this land is the Taungurung Land and Waters Council.

Victorian Aboriginal Heritage Register

The place is not included in the Victorian Aboriginal Heritage Register. However, Aboriginal cultural heritage has been recorded in the vicinity of the Place.

Integrity

The integrity of the place is good. The cultural heritage values of the Euroa Railway Goods Shed can be easily read in the extant fabric.

The key elements and features of the goods shed that illustrate its former use are still present. These include the internal siding “roadway” and goods platform, weighing platform, and external openings such as the loading doors on the western elevation that provided access for road vehicles. (December 2023)

Intactness

The intactness of the place is good.

The building appears to retain much of its original fabric. This includes what may potentially be the original “Gospel Oak” corrugated metal sheeting used to clad the roof of the shed, including the distinctive roof lantern. The masonry base, internal metal trusses, timber platform deck (now covered in a bitumen layer), and timber framing may also be largely original.

There have also been several modifications to the original design of the shed. The metal access gates to the internal siding are modern replacements mounted on a welded metal frame. The original timber stumps supporting the goods platform have been replaced with concrete footings.

A number of elements have also been completely removed. The circular vent to the southern gable end no longer exists. The internal office space and chimney that were once located at the south-west corner of the shed have also been removed. A second passenger platform, constructed along the eastern edge of the goods shed c1880, has also been removed at an unknown date. (December 2023)

Condition

The condition of the place is variable.

The overall condition of the building is good. The roof is in good condition with all sheeting apparently intact, and all iron roof trusses and timber framing appear sound. There are sections of missing or loose corrugated sheeting in some wall areas, particularly on the gable ends. The entire upper part of the shed is also on a notable lean, and the roadway access door on the north elevation has detached from the shed.

The supporting masonry wall is in generally good condition, particularly on the east elevation where the mortar and tuck pointing are in very good condition. The masonry walls on the remaining elevations are in varying condition, with many sections lacking mortar.(December 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. Alternatively, a place or object may be in excellent condition but be of low cultural heritage significance.

Intactness/ Integrity/ Condition images

2023, loose and missing corrugated sheeting and detached roadway access door on the north elevation, Source: Heritage Victoria

2023, missing corrugated sheeting on south elevation (at approximate location of former circular window vent), Source: Heritage Victoria

Heritage Overlay	There is no Heritage Overlay for the place.
Other Overlays	A Specific Controls Overlay (SCO18 – *Inland Rail – Beveridge to Albury, December 2021*) applies to the place.
Other Listings	There are no other listings for the place.
Other Names	There are no other widely known names for the place
Date of construction/creation	1873
Architect//Builder/Designer/Maker	There is no known architect for the place.
Architectural style	Victorian Period (1851-1901)

Statutory requirements under section 40

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

The Executive Director recommends that the Euroa Railway Goods Shed is not included in the VHR.

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

Name: Euroa Railway Goods Shed

Location: 1 – 11 Elliot Street, Euroa

Location diagram

2023, location of Euroa Railway Goods Shed (purple shading) with passenger building below, Source: Radius

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 Euroa Railway Goods Shed 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 phases in Victoria's cultural history: a) Linking Victorians by rail b) Farming
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	These phases are of historical importance having made a strong and influential contribution to Victoria. a) 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. 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. The completion of the North-Eastern Line between Melbourne and Wodonga in 1873 played a major part in encouraging wider trade and settlement activity across large parts of Victoria as part of the 'Light Lines' era. The extension of the line to Albury in 1883 was the final stage in the Melbourne to Sydney railway, consolidating the importance of the region to the State's economic growth. b) Following the rapid economic growth of Victoria on the back of the 1850s gold rushes, agriculture took over as one of the major economic drivers in the state in the later part of the 1800s. Victoria became a leader across a diverse range of rural commodities including wool, wheat, dairy, timber, and fruit and vegetables. The expansion of farming activities in these and other areas of production had a direct influence on the pattern of rural settlement well into the twentieth century.
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 these historical phases: a) The place has a direct association with the earliest phase of the construction of the North-Eastern Line in 1873. b) The place has a direct association to the transportation of locally-produced rural commodities to other consumer markets within Victoria.

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	a) The place does not allow the association with phase a) to be better understood that most other similar places. There are a large number of railway goods sheds and associated rail infrastructure which demonstrate the development of the railway network across Victoria. The majority of goods sheds recognised for their historical importance form part of more substantial railway complexes. It is this collection of diverse railway functions that is generally recognised rather than the individual importance of goods sheds in isolation. There is no railway feature or historical aspect which elevates the Euroa Railway Goods Shed or the wider station complex to a position where it demonstrates the historical phase better than other examples in the state. b) The place does not allow the association with phase b) to be better understood that most other similar places. Although railway goods sheds played a vital role in transporting rural commodities across the state, there are a broad range of places associated with the historical development and expansion of farming across Victoria. This includes numerous farm complexes and other places with a direct connection to agricultural activity such as mills, silos, wineries, and homesteads. There is no feature or historical aspect which elevates the Euroa Railway Goods Shed to a position where it demonstrates the historical phase better than other goods sheds, farm complexes, and other places connected to farming in the state.

If SA1 is satisfied, then Criterion A is likely to be relevant at the State level		
Executive Director's Response:	No	Criterion A is not likely to be relevant at the State level.

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

Step 1 Test for Criterion B

No.	Test	Yes/No	Reason
B1)	Does the place/object have a clear association with an event, phase, period, process, function, movement, custom or way of life of importance in Victoria's cultural history?	Yes	The place has a clear association with the following historical phases which are of importance in Victoria's cultural history: a) Linking Victorians by rail

			b) Farming
B2)	Is there evidence of the association to the historical phases etc identified at B1)?	Yes	These phases are of historical importance having made a strong and influential contribution to Victoria. a) 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. 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. The completion of the North-Eastern Railway Line between Melbourne and Wodonga in 1873 played a major part in encouraging wider trade and settlement activity across large parts of Victoria as part of the 'Light Lines' era. The extension of the line to Albury in 1883 was the final stage in the Melbourne to Sydney railway, consolidating the importance of the region to the State's economic growth. b) Following the rapid economic growth of Victoria on the back of the 1850s gold rushes, agriculture took over as one of the major economic drivers in the state in the later part of the 1800s. Victoria became a leader across a diverse range of rural commodities including wool, wheat, dairy, timber, and fruit and vegetables. The expansion of farming activities in these and other areas of production had a direct influence on the pattern of rural settlement well into the twentieth century.
B3)	Is there evidence that place/object is rare or uncommon, or has rare or uncommon features?	No	B3(i) There is no evidence that the place is rare or uncommon. a) There are many places associated with the development of the railway network across the state, including large numbers of railway goods sheds. b) There are many farm complexes and associated places connected to the development of agriculture across the state, including large numbers of railway goods sheds. B3(ii) There is no evidence that the place has rare or uncommon features. a) There are numerous examples of railway goods sheds, usually forming an element of larger railway complexes, across the state with similar features to that exhibited at Euroa b) There are many farm complexes and associated places connected to the development of agriculture across the state exhibiting a wide variety of features, including large numbers of railway goods sheds
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 the Euroa Railway Goods Shed 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 other activities associated the Euroa Railway Goods Shed to exist beneath the surface of the former goods siding and external goods platform, including the cranes used in the handling of goods. However, these elements are not unusual. They survive intact in other railway locations. In the case of the Euroa Railway Goods Shed, 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 <u>both</u> C1 AND C2 are satisfied, then Criterion C is likely to be relevant (but not necessarily at the State level)			
Executive Director's Response:		No	Criterion C is not likely to be relevant.

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

Step 1 Test for Criterion D

No.	Test	Yes/No	Reason
D1)	Is the place/object one of a class of places/objects that has a clear association with an event, phase, period, process, function, movement, custom or way of life in Victoria's history?	Yes	The Euroa Railway Goods Shed belongs to the class of railway goods sheds. This class has a clear association with the following in Victoria's history: *Linking Victorians by rail*
D2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	The theme of *Linking Victorians by rail* is a historical phase which has made a strong and influential contribution to Victoria. The establishment of railways in Victoria in 1854 had a profound influence on the economic and social development of the State by facilitating the efficient movement of goods and passengers.

D3)	Are the principal characteristics of the class evident in the physical fabric of the place/object?	Yes	The principal characteristics of the class are evident in the physical fabric of the Place. The Euroa Railway Goods Shed expresses the main characteristics expected of a goods shed that serviced the rail network at the time, evident in the internal roadway and goods platform, and covered shed for the handling of goods.
If D1, D2 AND D3 are satisfied, then Criterion D is likely to be relevant (but not necessarily at the State level)			
Executive Director's Response:		Yes	Criterion D is likely to be relevant.

Step 2 State-level test for Criterion D

No.	Test	Yes/No	Reason
SD1)	Is the place/object a notable (fine, influential or pivotal) example of the class in Victoria?	No	The Euroa Railway Goods Shed is not a notable example of the class of railway good sheds. Although the place is an early example of a concerted shift towards a more economical approach to rail infrastructure, its subdued form, design, and materiality is a direct reflection of its practical function. It lacks the decorative interest, refined engineering and building standards, or design innovation of numerous other railway goods sheds located across Victoria.
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.

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?	No	The physical fabric of the place clearly exhibits aesthetic characteristics particular to many railway goods sheds of the period. The restrained aesthetic characteristics of the Euroa Railway Goods Shed is typical of much rail infrastructure from the 1870s onwards. It honestly and simply expresses the practical purpose of the place through the use of utilitarian materials and a design approach favouring function over decoration. The dressed masonry wall forming the base of the shed is well executed and attractive but a minor element of the total structure.
If E1 is satisfied, then Criterion E is likely to be relevant (but not necessarily at the State level)			
Executive Director's Response:		No	Criterion E is not likely to be relevant.

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 Euroa Railway Goods Shed contains physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created. The construction method employed at Euroa was a direct response to the more economical approach to railway construction adopted during the 'Light Lines' era. This is expressed in the extensive use of portable and lightweight materials such as corrugated metal cladding, as well as the use of large, prefabricated elements in the form of the iron roof trusses and eave brackets/downpipes. This stands in contrast to the brick and masonry construction generally favoured for goods sheds prior to this period during construction of the 'Main' and 'Trunk Lines', and place is an early precursor to the growing reliance on this lighter construction method across the rail network after this date.
F2)	Does the physical evidence demonstrate a high degree of integrity?	Yes	The physical evidence at the place demonstrates a high degree of integrity. The original lightweight construction method employed at the Euroa Railway Goods Shed is readily expressed in the physical evidence. This includes the prefabricated roof trusses, eave brackets, and original corrugated metal cladding, including 'Gospel Oak' brand sheets imported from the UK, surviving on the roof.
If <u>both</u> 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.

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: • 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; • 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	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. While the use of lightweight corrugated sheeting for railway buildings was relatively novel for the era in which the Euroa Railway Goods Shed was constructed, the use of this building material (and the use of prefabricated elements) was well-established in the state by the 1870s. This either took the form of portable prefabricated buildings, imported in large numbers during the gold rushes from the 1850s onwards, or the extensive use of imported corrugated metal sheeting as a roofing and cladding material. Although the Euroa Railway Goods Shed took advantage of these technological innovations, incorporating both prefabricated elements and lightweight corrugated metal, it does not

	adaptation of available materials and technology of the period?	represent an outstanding or notable example of innovation in this form of construction.

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.

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; and	Yes	There is evidence that the place has social value in the present day to the community. Groups such as Euroa Connect and the Violet Town History Group have an interest in historical landmarks and buildings in the local (Strathbogie) area.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; and	Yes	There is evidence of a strong attachment of the local community to the Euroa Railway Goods Shed. Community groups such as Euroa Connect and the Violet Town History Group are strong advocates for the Euroa Railway Goods Shed and have vocally supported its retention as a key part of Euroa's heritage.
iii)	Existence of a time depth to that attachment.	No	There is limited evidence of the attachment dating to at least the 1980s. In the mid-1980s the then Shire of Euroa and Ministry for Planning (Heritage Unit) commissioned a detailed heritage assessment for individual building of significance in the township, building on a previous list of buildings prepared by the Heritage Unit in 1982. An updated heritage report, the *Euroa Townscape and Conservation Study*, was subsequently prepared by David Bick in 1985. Bick's study categorised the Euroa Railway Station (it is unknown if this included the goods shed) within 'Grade D' under the following recommendation: "Of local significance, Shire will encourage the conservation of these buildings". As buildings rated Grade D were not recommended for local planning protection, no further investigation of the Euroa Railway Station or wider precinct was undertaken for this study. These findings were reiterated in a more recent study, the *Strathbogie Shire Heritage Study - Stage 1*, prepared by RBA Architects & Conservation Consultants in 2009 on behalf of the Shire of Strathbogie. The RBA report did not recommend either the Euroa Railway Station or Goods Shed be included as places to be assessed in greater detail during Stage 2 of the heritage study for possible inclusion in the (Strathbogie) Schedule to the Heritage Overlay.

If all facets of G1 are satisfied, then Criterion G is likely to be relevant (but not necessarily at the State level)		
Executive Director's Response:	No	Criterion G is not likely to be relevant.

CRITERION H: Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

Step 1 Test for Criterion H

No.	Test	Yes/No	Reason
H1)	Does the place/object have a direct association with a person, or group of persons who has made a strong or influential contribution in their field of endeavour?	Yes	H1(i) There is a direct association between Euroa Railway Goods Shed and Thomas Higinbotham. Thomas Higinbotham was Engineer in Chief of the Victorian Railways between 1860 and 1878, and directly oversaw the construction of the entire North-Eastern Railway Line between Melbourne and Wodonga. H1(ii) The person has made a strong or influential contribution in their field. The cost-cutting measures taken by Thomas Higinbotham on the North-Eastern Railway Line were to have a lasting impact on the construction of later railway lines. His reliance on lightweight construction for the line, most notably the widespread use of timber and corrugated metal clad buildings, stands in contrast to the approach adopted on earlier Trunk lines where higher engineering and building standards were applied. This tendency towards economical construction was to influence the construction of railways right through to the twentieth century.
H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	There is evidence of the association between the Euroa Railway Goods Shed and Thomas Higinbotham. The lightweight timber and corrugated metal construction employed for the Euroa Railway Goods Shed is a direct result of Higinbotham's cost-saving approach to construction on the North-Eastern Railway Line.
H3)	Does the association relate: • directly to achievements of the person(s); and • to an enduring and/or close interaction between the person(s) and the place/object?	No	H3(i) The association between the Euroa Railway Goods Shed and Thomas Higinbotham relates directly to the achievements of the person. There is a direct association between Thomas Higinbotham and the Euroa Railway Goods Shed in his role as Chief Engineer of the Victorian Railways during the construction of the North-Eastern Railway. The Euroa Railway Goods Shed represents a typical example of the lightweight construction method favoured by Higinbotham and contributes directly to his reputation for economical railway design. H3(ii) The association does not relate to a close interaction between Thomas Higinbotham and the Euroa Railway Goods Shed. Higinbotham is unlikely to have had an enduring or close interaction with the Euroa Railway Goods Shed. The place is one of many buildings constructed as part of the North-Eastern Railway Line, and no evidence exists of Higinbotham taking a particular interest in the Euroa Railway

		Goods Shed above and beyond other places on the North-Eastern railway.
If <u>all facets</u> 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.

Comparisons

The below places were selected as comparators to the Euroa Railway Goods Shed because they represent railway goods sheds already in the VHR, usually as part of larger station complexes. Given the relatively large number of sheds currently in the VHR, the comparison has been arranged on the basis of the following main design types: through roadway (the design employed at Euroa); trackside; and hybrid[22].

A comparison has also been undertaken with places associated with the establishment of the North-Eastern Railway Line from the 1870s onwards (Melbourne to Wodonga).

Finally, an examination of early structures incorporating corrugated metal cladding is also included to compare the materiality of the shed with other places in the VHR. Comparison is restricted to early examples that were constructed from sheeting important from the UK, prior to the start of a local industry for the manufacture of corrugated metal. This includes both prefabricated structures as well as places in which such corrugated sheeting formed a major element.

In the examples which follow, the railway goods shed is often one element of a larger railway complex that will include a station building and other railway infrastructure. However, the decision has been made to only include illustrations of the goods sheds and not the wider railway context.

Railway Goods Sheds – through roadway

ECHUCA RAILWAY STATION COMPLEX

116 STURT STREET, ECHUCA, CAMPASPE SHIRE

VHR H1059

The size and details of the Echuca Railway Station Complex, particularly the substantial two-storey 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 complex includes buildings which are rare and essentially intact examples of a building type. The locomotive depot buildings have a high level of integrity. The water tank and tank house compares with Bendigo (tank removed) and is the most intact of its type.

The goods shed retains its massive timber, cast and wrought iron trusses.

2001, double track brick railway goods shed at Echuca, Source: Hermes

[22] Goods sheds haven been separated into three main design types:

- **Through roadway:** internal through roadway with access doors at either end, servicing a goods platform located inside the shed
- **Trackside:** goods are directly loaded and unloaded onto an open platform before transfer to a covered shed
- **Hybrid:** internal roadway servicing a covered goods platform that terminates inside the shed

CHILTERN RAILWAY STATION AND GOODS SHED

RAILWAY ACCESS ROAD, CHILTERN, INDIGO SHIRE

VHR H1603

Chiltern Railway Station is historically significant as a reminder of the former pre-eminence of Chiltern and the north east of Victoria as a gold mining district, and for its associations with the development of the 'light lines' or 'cheap lines' era.

The architectural character of the station is enhanced by the goods shed, which is also noteworthy for its decorative arcading applied to each end. The station building, in conjunction with the goods shed, represents a unique combination of standard railway facilities.

1995, brick railway goods shed at Chiltern, Source: Victorian Heritage Database

KYNETON RAILWAY STATION COMPLEX

1 MOLLISON STREET, KYNETON, MACEDON RANGES SHIRE

VHR H1602

Kyneton Railway Station complex is architecturally significant as the largest surviving example of basalt railway station facilities on the network. The complex comprises an upside basalt station building, with a slate roof, which includes former refreshment rooms, purveyors and stationmaster's residences and office/passenger facilities. The downside basalt building consists of a former refreshment room, passenger/office facilities and adjoining six door goods shed. The water tower structure consists of a 20,000 gallon, riveted, iron water tank on a square basalt base with round arched openings with string course and quoining. Other structures include a timber signal box and basalt faced platforms.

1984, bluestone railway goods shed at Kyneton, Source: Victorian Heritage Database

LITTLE RIVER RAILWAY STATION AND GOODS YARD

19-27 RIVER STREET, LITTLE RIVER, WYNDHAM CITY

VHR H1572

The Little River Station and Goods Shed was built in 1864 by Samuel Amess on the Geelong-Melbourne line, for the Victorian Railways architects. It comprises a basalt station building, asymmetrically composed, with decorated bargeboard to the gables and a decorative timber platform verandah. Other structures include a basalt lamp room/toilet block and a rusticated goods shed featuring a trabeated decorative system, pedimented gables and run through.

Little River Railway Station is architecturally significant for its planning, design and detailing, and is a notable example of a country railway station. The goods shed

2008, bluestone railway goods shed at Little River, Source: Victorian Heritage Database

is architecturally significant as a rare example of its type.

DUNOLLY RAILWAY STATION

MCDERMOTT ROAD, DUNOLLY, CENTRAL GOLDFIELDS SHIRE

VHR H1670

The Dunolly Railway Station Complex was constructed in 1874 for the Victorian Railways by ST Weeks on the Donald-Ballarat line. It comprises a single storey classical brick station building and former residence with a hipped slate roof, cast iron gutters with lion head brackets, standard concave verandah, roadside verandah entrance and original booking window. There is a large brick goods shed with a three-quarter-length lantern to a corrugated iron gable roof, corrugated iron cladding to each end and a run through track. Other structures include a brick lamp room, timber van goods shed, and a signal 200m downside of the station building.

2015, brick railway goods shed at Dunolly (with later replacement of gable ends in corrugated metal), Source: Victorian Heritage Database

WANGARATTA RAILWAY STATION COMPLEX

37 NORTON STREET, WANGARATTA, WANGARATTA RURAL CITY

VHR H1597

The Wangaratta Railway Station Complex was constructed in 1874 by R Vincent on the Melbourne-Wodonga line for the Victorian Railways. It comprises a substantial, predominantly single storey, bi-chromatic brick station building with a two-storey section with hipped roofs. The station building is complemented by other structures within the complex such as the circular, four-level brick base to the cast iron water supply tank system, a water column, a crane, a timber signal box, a corrugated iron goods shed and a footbridge.

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

2023, corrugated metal railway goods shed at Wangaratta (later modified to 'trackside' shed layout), Source: Heritage Victoria

Railway Goods Sheds – trackside

RAILWAY GOOD SHED

4A BANK STREET, PORT FAIRY, MOYNE SHIRE

VHR H1670

The Port Fairy Railway Goods Shed is of architectural significance as the largest, relatively unmodified surviving example of a Victorian Railways standard 20 ft wide, timber framed, corrugated iron clad goods shed of the N20 designation constructed throughout Victoria during the rapid expansion of the railway system between 1876 and 1907. It demonstrates the architectural high-point in corrugated galvanised iron sheds designed by the Victorian Railways; a design that balanced the need for an economical, functional building while retaining pleasant aesthetic qualities not found in subsequent designs. Having been built before the railway station, it is an example of a goods shed important in its own right rather than an adjunct to a railway station.

2008, corrugated railway goods shed at Port Fairy, Source: Victorian Heritage Database

CASTLEMAINE RAILWAY PRECINCT (MURRAY VALLEY RLWY, MELBOURNE TO ECHUCA)

KENNEDY STREET, CASTLEMAINE, MOUNT ALEXANDER SHIRE

VHR H1664

The Castlemaine Railway Precinct (comprising the Midland Highway Rail-over bridge, Forest Creek viaduct, Forest Street rail-overbridge, Castlemaine Railway Station, and embankment) is historically and scientifically significant as an integral part of the railway line and is an important representative sample of one of the earliest and grandest capital works projects in Victorian history. The identified features comprising the precinct are all substantially intact and provide a crucial reminder of the adoption of English engineering and architectural standards and the role of the Victorian Railway Department in developing Victoria's engineering expertise.

2008, brick railway goods shed at Castlemaine, Source: Victorian Heritage Database

MALDON RAILWAY STATION COMPLEX

13 HORNSBY STREET, MALDON, MOUNT ALEXANDER SHIRE

VHR H1573

The Maldon Railway Station Complex was constructed in 1888, by Parker & Vickers, on the Melbourne-Castlemaine-Maldon Line, for the Victorian Railways. It comprises a substantial, symmetrical, standard hip roofed station building with a cast iron and wrought iron platform verandah. Some of the design elements of note are the stuccoed dressings and bracketed eaves. Other structures include a turntable, water tower and a corrugated iron clad goods shed. In 1976, the Castlemaine-Maldon Line was closed and then later partially re-opened as a tourist attraction. The Maldon Railway Preservation Society Tourist Railway currently occupies the Station Complex.

Maldon Railway Station Complex is historically significant as an important reminder of the former status of Maldon as a prominent mining centre. The station served an important role in supporting the gold mining industry and the economic development of the district in general. It is also an important and intact example station building design that arose from the 'Octopus Act' of 1884.

1984, corrugated metal railway goods shed at Maldon, Source: Hermes

CRESWICK RAILWAY STATION COMPLEX

REED STREET, CRESWICK, HEPBURN SHIRE

VHR H1669

The Creswick Railway Station Complex was constructed in 1874 by George Anderson for the Victorian Railways. It comprises a hip roofed, bi-chromatic brick station building and residence with a standard cast iron verandah and brick platform with bluestone coping and a disused drinking fountain. A detached brick lamp room/toilet block and two-storey timber signal box adjoins. Other features include a brick goods shed and brick faced subway.

Creswick Railway Station is architecturally significant as an important and representative example of the 'Creswick' style of station buildings, one of the typological groups of railway designs of the 'light lines' era. The station is a major contributor to the architectural character of one of the 'light lines'.

2008, brick railway goods shed at Creswick, Source: Victorian Heritage Database

AVOCA RAILWAY STATION

13-15 YORK AVENUE, AVOCA, PYRENEES SHIRE

VHR H1721

Avoca Railway Station was constructed in 1876 by J Summerland, on the Avoca-Maryborough line for the Victorian Railways. It consists of a hip roofed, red brick station building and residence with cast iron platform and roadside verandahs, and was previously linked by a brick yard fence with the detached lamp room/toilet block. The gable roofed goods shed is constructed of brick with a bluestone coping. Several structures have been removed including the upside buildings, goods shed platform, van goods shed and the turntable. The station has been closed and the line discontinued.

The station building is historically significant in recalling the differences in typological group details incorporated in station building design up until the abolition of resident and district engineer's offices in 1878.

2008, brick railway goods shed at Avoca, Source: Victorian Heritage Database

ROSEDALE RAILWAY STATION COMPLEX

26 WILLUNG ROAD, ROSEDALE, WELLINGTON SHIRE

VHR H1589

The Rosedale Railway Station Complex, dating from 1881, was designed by William Elsdon (Engineer in Chief) and constructed by the contractors Ezard & Co, on the Melbourne-Sale line, for the Victorian Railways. It comprises of a substantially intact timber station building and residence with timber posted verandah to platform, finials and chimneystacks. An addition has been constructed at the down-end. The goods shed is a single door, timber framed and curved roofed structure with convex eaves. Other significant structures include a hand-operated crane, and the brick faced passenger platform with basalt coping.

Rosedale Railway Station is architecturally significant as the most representative and intact example of the 'Rosedale' sub-group type, a typological group that featured timber station buildings. It is enhanced by the unusual, curvilinear roofed goods shed, which itself is significant as a representative and rare example of its particular type. The intact hand operated crane also enhances the character of the complex.

2008, timber railway goods shed at Rosedale, Source: Victorian Heritage Database

KANIVA RAILWAY STATION

MOORE STREET, KANIVA, WEST WIMMERA SHIRE

VHR H1589

Kaniva Railway Station was constructed by Cashin & Turner, to the design of the Victorian Railways Department Architecture Branch, on the Dimboola-Serviceton line in 1887. The site comprises a small, hip-roofed, timber station building with classical decoration, a timber posted platform, roadside verandahs and a projecting porch with decorated gable.

Kaniva Railway Station is historically significant as a key contributor to the character of the Western line. It is also historically significant as an important and intact example of the 'Kaniva' style of station building design that arose from the 'Octopus Act' of 1884.

2008, corrugated metal railway goods shed at Kaniva, Source: Victorian Heritage Database

WYCHEPROOF RAILWAY STATION

RAILWAY PLACE, WYCHEPROOF, BULOKE SHIRE

VHR H1601

Wycheproof Railway Station was constructed in 1887 by Hossack & Brown on the Korong Vale-Wycheproof line. It comprises the original timber station building with gabled roof and decorated gable ends, a timber posted verandah with decorated capitals and ceiling lining. Other structures include a timber goods shed, a timber lamp room and remnants of an original turntable and crane. The station serves freight trains only and the station building and goods shed are currently being leased.

Wycheproof Railway Station is architecturally significant as the most intact example of the 'Pyramid Hill' style of station building. The 'Pyramid Hill' style is a group of modest standard timber station buildings of similar plan and decorative details, featuring Victorian trimmings, such as timber work to the verandah and gable ends.

2008, corrugated metal railway goods shed at Wycheproof, Source: Victorian Heritage Database

FORMER YEA RAILWAY STATION

14 STATION STREET, YEA, MURRINDINDI SHIRE

VHR H0771

The former Railway Station at Yea is the most intact example of a small group of standard Gothic-styled railway station buildings. The complex includes a station building and platform, refreshment rooms, parcel/storage shed and goods shed. The main station building was constructed in 1889 by contractor N Erwin, following the opening of the north eastern line branch from Tallarook in 1883.

1988, corrugated metal railway goods shed at Yea, Source: Hermes

Railway Goods Sheds – hybrid

BALLARAT RAILWAY COMPLEX

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

VHR H0902

In Victoria, Ballarat compares in size with Geelong and Bendigo and in layout to the extent that it has an approach road surrounded by passenger and freight handling buildings. Given the destruction of Bendigo by fire and the pending demolition of the Geelong goods shed, Ballarat's intact state will be unique in this respect, recalling the planning principles of early British terminal stations.

Together with the Sandhurst (Bendigo) line, the Geelong-Ballarat railway was the first of the colonial government's main trunk lines, opened in 1862, and built to the best British standards of construction. These standards were never to be repeated. Most of the present complex dates from this period. Ballarat is the largest complex to have been built at this time.

The Goods Shed compares closely with Ballarat East and to a lesser extent with Little River, Riddells Creek, Malmsbury and Kyneton. It is the largest bluestone goods shed in Victoria.

2008, bluestone railway goods shed at Ballarat, Source: Victorian Heritage Database

2008, bluestone railway goods shed at Ballarat East, Source: Victorian Heritage Database

KANGAROO FLAT RAILWAY STATION COMPLEX

2B SHORT STREET, KANGAROO FLAT, GREATER BENDIGO CITY

VHR H1565

The Kangaroo Flat Railway Station Complex comprises the Chapel Street rail-over bridge, viaduct, station buildings, Ham Street rail under bridge, two culverts and an embankment. In January 2014 the platforms were extended to accommodate longer trains.

The Kangaroo Flat Railway Station Complex is historically significant as a demonstration of the expansion of the Victorian Railways network in the late nineteenth century. Built as part of the Murray Valley Railway (Melbourne to Echuca line) the larger of the Colony's first two main trunk lines, the station

1984, brick railway goods shed at Kangaroo Flat, Source: Victorian Heritage Database

forms an important element of one of the earliest and grandest capital works projects in Victorian history.

MALMSBURY RAILWAY STATION

MALMSBURY-DAYLESFORD ROAD, MALMSBURY, MACEDON RANGES SHIRE

VHR H1574

Malmsbury Railway Station was constructed in 1862 by Robert Turnbull & Co, on the Melbourne-Echuca Line, for the Victorian Railways. It comprises a single storeyed, standard basalt station building, with an attached two storeyed residence and timber additions. A basalt lamp room/toilet block adjoins. The verandah is timber posted and the platform wall is basalt. A timber-framed waiting shelter and van goods shelter are located on the down platform. A basalt and steel crane base remains, while the sidings have been removed. The goods shed, situated adjacent to the station building, is a large basalt structure with a gabled slate roof. Other associated structures include a down-side basalt road bridge, and an up-side crane base.

2008, bluestone railway goods shed at Malmsbury, Source: Victorian Heritage Database

TARADALE RAILWAY PRECINCT (MURRAY VALLEY RAILWAY, MELBOURNE TO ECHUCA)

STATION STREET, TARADALE, MOUNT ALEXANDER SHIRE

VHR H1595

The Taradale Railway Precinct (comprising the Taradale viaduct, station complex and two culverts) is historically and scientifically significant as an integral part of the railway line and an important representative sample of one of the earliest and grandest capital works projects in Victorian history. The four features comprising the precinct are all substantially intact and provide a crucial reminder of the adoption of English engineering and architectural standards and the role of the Victorian Railway Department in developing the Colony's engineering expertise.

2008, bluestone railway goods shed at Taradale, Source: Victorian Heritage Database

SEYMOUR RAILWAY STATION

STATION STREET, SEYMOUR, MITCHELL SHIRE

VHR H1591

Seymour Railway Station was constructed in 1874 on the Melbourne-Wodonga line. It was built by Drew & Connell for the Victorian Railways, with additions in 1883 by R Taylor. It comprises a large, polychrome brick station building with substantial former refreshment rooms, and former residential quarters at first floor level. The down platform elevation formerly faced the roadside entrance, consisting of a single storeyed central pedimented section, with turreted corner pilasters marked by two storeyed pavilions. While numerous modifications have been made to the station, the key elements of the original design remain intact, including the basement cellar and kitchen. At the down end, there is a standard corrugated iron goods shed, separate brick toilet block, van goods store and crew rooms. There is also an engine turntable situated 500m down side of the station.

2002, corrugated metal railway goods shed at Seymour, Source: Hermes

RAIL BRIDGE

OVER BROKEN RIVER, BENALLA, BENALLA RURAL CITY

VHR H1061

The Broken River Bridge was completed in March 1875 for the Victorian Railways' main north eastern trunk line, which connected Melbourne with Belvoir (Wodonga) in 1873, and which was extended to Albury in 1883. The ballasted single track bridge, comprising sixteen approach spans of 12.8m and one span of 36.9m, is supported on pairs of cylindrical iron piers. The main span has a riveted wrought iron plate girder, featuring flying lateral braces at the abutments supplied by the Landlands Foundry Co. The iron girders on the approach spans were replaced with steel girders in 1912.

The bridge is a significant element of the North Eastern railway, the Colony of Victoria's third main trunk line. The line is important as an expression of the importance of the north eastern goldfields, and of the priority given by the colonial government to build a railway to connect the goldfields, the New South Wales Riverina, and the Murray River trade with the Port of Melbourne. The line is significant as the nation's first inter-capital rail link, and in this respect eclipses the earlier trunk lines in its economic role.

2008, rail bridge across the Broken River at Benalla, Source: Victorian Heritage Database

WANGARATTA RAILWAY STATION COMPLEX

37 NORTON STREET, WANGARATTA, WANGARATTA RURAL CITY

VHR H1597

The Wangaratta Railway Station Complex was constructed in 1874 by R Vincent on the Melbourne-Wodonga line for the Victorian Railways. It comprises a substantial, predominantly single storey, bi-chromatic brick station building with a two-storey section with hipped roofs. The station building is complemented by other structures within the complex such as the circular, four-level brick base to the cast iron water supply tank system, a water column, a crane, a timber signal box, a corrugated iron goods shed and a footbridge.

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

2002, passenger building and signal box at Wangaratta, Source: Victorian Heritage Database

CHILTERN RAILWAY STATION AND GOODS SHED

RAILWAY ACCESS ROAD, CHILTERN, INDIGO SHIRE

VHR H1603

Chiltern Railway Station is historically significant as a reminder of the former pre-eminence of Chiltern and the north east of Victoria as a gold mining district, and for its associations with the development of the 'light lines' or 'cheap lines' era.

The architectural character of the station is enhanced by the goods shed, which is also noteworthy for its decorative arcading applied to each end. The station building, in conjunction with the goods shed, represents a unique combination of standard railway facilities.

2008, passenger building, lamp room, and brick railway goods shed at Chiltern, Source: Victorian Heritage Database

PORTER PREFABRICATED IRON STORE

111 QUEENS PARADE, FITZROY NORTH, YARRA CITY (RELOCATED TO FAIRFIELD PARK IN 2020)

VHR H2243

The Porter prefabricated iron store is historically significant as a now rare example of the many prefabricated iron buildings which were imported into Victoria during the Victorian gold rushes. It is a reflection of the economic and social conditions in the early 1850s, when there was a great increase in population and a rush of labour to the goldfields, and both labour and building materials were scarce. It is an early example of the use of a building material, galvanised corrugated iron, which was to become closely linked with Australian building, especially for utilitarian buildings.

The Porter prefabricated iron store is technically significant as a now rare example of the early use of galvanised corrugated iron for the manufacture of prefabricated buildings, and of the prefabrication system of the major English manufacturer J H Porter. The Porter prefabricated iron store is the only known surviving example in Victoria of a prefabricated iron building manufactured by J H Porter which is still standing. It is significant as an example of a prefabricated structure with an arched roof, a form with which Porter is particularly associated.

2010, Porter Prefabricated Iron Store at Fitzroy North, Source: Victorian Heritage Database

IRON STORE

17-19 MERCER STREET, GEELONG, GREATER GEELONG CITY

VHR H0742

The Former Brown Brothers Store at the corner of Mercer and Ginn Streets, Geelong is one of a small group of corrugated iron buildings exported from Glasgow first by the firm of Robertson and Lister and then by C D Young and Co. Robertson and Lister were the makers of this building. It was imported by Warren Hastings Brown in 1853 and erected on the present site by late 1854.

The roof is of arched corrugated iron spanning about nine metres. The basic structural system (now exposed only in the back, or east, wall) is one of rolled wrought iron tees and angles with larger cast iron angles at the corners. Within this framework approximately 150mm (five inch) pitch corrugated iron runs vertically in the main panels and horizontally in spandrels below the windows. The window sashes in this back elevation are cast-iron,

2008, prefabricated Iron Store building in Geelong, Source: Victorian Heritage Database

including the dividing glazing bars. At the north side is a party wall, and the south side to Ginn Street has been overlaid with modern corrugated iron.

FORMER CUSTOMS SHED

31 GIPPS STREET, PORT FAIRY, MOYNE SHIRE

VHR H2046

The former Port Fairy Customs Shed was built in about 1863 to receive goods from inwards shipping for spirits gauging and duty assessment by the Victorian Customs Department. The shed, designed by the Public Works Department, is on a bluestone foundation and has a timber frame clad with vertical boards and a curved, galvanised iron roof over bowstring trusses.

The former Port Fairy customs shed is historically significant as a rare and early surviving example of a timber customs shed. A number of Customs Houses have survived but this is the only known example of a gauging shed in Victoria.

2008, Former Customs Shed at Port Fairy, Source: Victorian Heritage Database

FORMER JETTY CARGO SHED

FLINDERS FORESHORE, FLINDERS, MORNINGTON PENINSULA SHIRE

VHR H0906

The shed in conjunction with the nearby jetty is a strong visual reminder of the former dominance of sea transport for moving heavy cargoes to isolated coastal settlements. Provides an example of the use of corrugated iron for roofing purposes which utilises the properties of the material to provide a durable, strong roof, with minimal roof openings, was easily transportable and requires minimum support when curved.

2008, Former Jetty Cargo Shed at Flinders, Source: Victorian Heritage Database

EXHIBITION GOODS SHED

33 UNION LANE, BYLANDS, MITCHELL SHIRE

VHR H0930

The Exhibition Goods Shed, a timber and corrugated iron structure originally formed the central avenue of the International Exhibition of 1880-81 in the Carlton Gardens. It was relocated to the Spencer Street rail yards in 1881, where it functioned as the grain store accommodating bagged brewer's grain. It was permitted to be relocated to a tram museum in Bylands in 1999 to make way for the Docklands redevelopment. The structure of the shed, probably designed by notable architectural firm Reed and Barnes, who were responsible for the Exhibition Buildings, consists of a truss form (modified scissor type), unusual in industrial buildings and more commonly found in ecclesiastical buildings.

The Exhibition Goods Shed is of historical significance as one of the oldest remnants of the great 19th century railway goods sheds. By far the greatest part of the shed's history was spent serving as a grain store and goods shed in the Spencer Street Railyards. It thus remains as an important reminder of the character and scale of railway infrastructure when the railways were the main means of transporting bulk goods, and of the important role played by the railways in the development of the State.

2008, Exhibition Goods Shed at Bylands (formerly located at Spencer Street Melbourne, Source: Victorian Heritage Database

FORMER MELBOURNE HARBOUR TRUST WILLIAMSTOWN WORKSHOPS

ANN STREET, WILLIAMSTOWN, HOBSONS BAY CITY

VHR H1790

The Melbourne Harbor Trust Stores and Workshops were originally built as a single cargo shed measuring 300 feet by 50 feet on North Wharf in 1887-88 by James Forbes and Co. The four main buildings are of simple gable form with walls and rooves clad with corrugated iron, the walls divided by either timber or steel columns into five bays at the gable ends and eight bays at the sides, each of which had either a door or window when relocated in 1922. They all retain the notable 1887-88 steel trusses with metal rods for the lower chord and vertical members and angle 'T' iron for the top chord and angular compression members, as well as retaining the ridge ventilators and lanterns. The sheds also have a rectangular panel of timber louvres in the front and rear gables.

The Melbourne Harbor Trust Stores and Workshops are of architectural significance as rare examples of utilitarian corrugated iron sheds incorporating English Domestic Style timber detailing, dating from its relocation date of 1922. Although architectural detailing was applied to some late 19th and early

2014, Former Melbourne Harbour Trust Williamstown Workshops, Source: Victorian Heritage Database

20th century industrial buildings, these workshops are now one of the last known examples of this type of industrial design in Victoria. The buildings are also architecturally significant for their retention of rare surviving examples of original roof trusses constructed of angle iron and tie-rods.

Summary of Comparisons

A substantial number of railway goods sheds, representing a broad range of designs, ages, and construction materials, are currently in the VHR. This includes a number associated with the North-Eastern Line, with goods sheds included as part of station complexes located at Seymour (VHR H1591), Wangaratta (VHR H1597), and Chiltern (VHR H1603).

In general, goods sheds have only met the threshold for inclusion in the VHR when they form part of a large station complex. The shed at Port Fairy (VHR H2072) is the only example of a freestanding goods shed in the VHR, with the notable exception of Goods Shed No. 2 (VHR H0933) that has been excluded from this comparison due to its outstanding individual value and uniqueness. By contrast, the railway station complex at Euroa is much reduced from its peak at the turn of the twentieth century, having lost the second passenger platform, iron pedestrian bridge, goods cranes, and all siding roadways. The Euroa station building has also been substantially altered.

In addition to the fact that the other goods sheds on the North-Eastern Railway Line contribute to station complexes of significant heritage value, they also express many features lacking at Euroa. The brick shed at Chiltern in particular exhibits a much more refined sense of aesthetic interest and attention to detail than Euroa, unexpected for such a utilitarian structure. The shed at Wangaratta, though altered, still expresses many of the same features as Euroa and provides clear evidence of the same economical method of construction but, like Chiltern, is more refined in its aesthetic qualities.

Although the Euroa Railway Goods Shed undoubtedly provides a useful example of the economical approach to the construction of railway buildings that characterises the North-Eastern Railway Line, the use of corrugated metal sheeting on a timber frame was widely replicated across the entire rail network on a range of structures. More broadly, corrugated sheeting was imported in vast quantities from the middle of the nineteenth century and widely used on private, commercial, civic, and public buildings. The market was long dominated by iron and steel corrugated sheeting manufactured in the UK, of which Gospel Oak was just one of many brands. Other nineteenth-century brands imported in large quantities into Victoria included Orb and Redcliffe Crowne amongst others. Although the survival of the original corrugated iron sheets on the roof of the Euroa Railway Goods Shed is of interest, and is testament to the durability of this product, the presence of this feature alone does not elevate this shed above those already in the VHR.

In addition to the numerous corrugated goods sheds currently in the VHR, the Register also includes a number of structures of similar scale and/or function that utilised corrugated metal sheeting as a major cladding material. Several of these date from the 1850s, thereby predating the Euroa Railway Goods Shed by close to 20 years. This includes a pair of Porter prefabricated iron stores (VHR H2243 & VHR H2248) and Robertson and Lister prefabricated iron store in Geelong (VHR H0742).

Lastly, the VHR currently includes several places located on the North-Eastern Railway Line. In addition to the station complexes already discussed at Seymour, Wangaratta, and Chiltern, the rail bridge crossing the Broken River at Benalla is also included (VHR H1061). Taken as a whole, these places range across a wide range of building typologies – including station buildings, goods sheds, engine sheds, rail bridges, signal boxes, locomotive turntables, water towers, and lamp rooms – and collectively encapsulate all the main design features associated with the North-Eastern Railway Line and the Higinbotham approach to economical, but high quality, construction.

In addition to the VHR places on the North-Eastern Railway Line, the goods sheds and station buildings at Barnawartha and Wodonga, dating from the same early-1870s development phase, were identified to be of local-level significance and are included in Heritage Overlays in the Indigo and Wodonga Planning Schemes respectively.

Other comparative studies of Victoria's railway buildings

The late architect and railway historian, Andrew Ward, is often considered to be the authority on Victoria's railway heritage. Ward was responsible for the very wide ranging, comprehensive, and seminal studies of railway stations across Victoria in 1982 and 1988. Ward's work underpins the many railway stations and complexes that were included in the Register of Government Buildings and then transferred to the VHR in 1998.

Ward's work has provided invaluable insights for the current assessment at Euroa and the wider rail network. It is therefore noteworthy that Ward did not identify the Euroa Railway Goods Shed or the Euroa Railway Station as candidates for State-level heritage protection in either of his comprehensive studies of the 1980s.

Appendix 1

Heritage Council determination (section 41)

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

Making a submission to the Heritage Council (section 44)

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

Consideration of submissions to the Heritage Council (section 46)

(1) The Heritage Council must consider—

(a) any written submission made to it under section 44; and

(b) any further information provided to the Heritage Council in response to a request under section 45.

(2) The Heritage Council must conduct a hearing in relation to a submission if—

(a) the submission includes a request for a hearing before the Heritage Council; and

(b) the submission is made by a person or body with a real or substantial interest in the place or object that is the subject of the submission.

(3) Despite subsection (2), the Heritage Council may conduct a hearing in relation to a submission in any other circumstances the Heritage Council considers appropriate.

Determinations of the Heritage Council (section 49)

(1) After considering a recommendation that a place or object should or should not be included in the Heritage Register and any submissions in respect of the recommendation and conducting any hearing into the submissions, the Heritage Council may—

(a) determine that the place or part of the place, or object, is of State-level cultural heritage significance and is to be included in the Heritage Register; or

(b) determine that the place or part of the place, or object, is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or

(c) in the case of a recommendation in respect of a place, determine that the place is not to be included in the Heritage Register but—

(i) refer the recommendation and any submissions to the relevant planning authority for consideration for an amendment to a planning scheme; or

(ii) determine that it is more appropriate for steps to be taken under the Planning and Environment Act 1987 or by any other means to protect or conserve the place; or

(d) in the case of a recommendation in respect of additional land which has been nominated to be included in the Heritage Register as part of a registered place in accordance with section 32, determine that the land be included in the Heritage Register if—

(i) the State-level cultural heritage significance of the place would be substantially less if the land or any part of the land which is or has been used in conjunction with the place were developed; or

(ii) the land surrounding the place is important to the protection or conservation of the place or contributes to the understanding of the place; or

(e) determine that the object is integral to understanding the cultural heritage significance of a registered place or a place the Heritage Council has determined to be included in the Heritage Register.

(2) The Heritage Council must make a determination under subsection (1)—

(a) within 40 days after the date on which written submissions may be made under section 44; or

(b) if any hearing is conducted into the written submissions, within 90 days after the completion of the hearing.

(3) A determination that a place or part of a place, or object, should be included in the Heritage Register may include categories of works or activities which may be carried out in relation to the place or object for which a permit under this Act is not required, if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place or object.

(4) If the Heritage Council determines to include a place in the Heritage Register, with the consent of the owner of the place, the Heritage Council may determine to include in the Heritage Register additional land of the owner that is ancillary to the place.

(5) If a member of the Heritage Council makes a submission under section 44 in respect of a recommendation, the member must not take part in the consideration or determination of the Heritage Council.

(6) The Heritage Council must notify the Executive Director of any determination under this section as soon as practicable after the determination.

Obligations of owners of places and objects (section 42)

(1) The owner of a place or object to whom a statement of recommendation has been given must advise the Executive Director in writing of—

(a) any works or activities that are being carried out in relation to the place or object at the time the statement is given; and

(b) any application for a planning permit or a building permit, or for an amendment to that permit, that has been made in relation to the place but not determined at the time the statement is given; and

(c) any works or activities that are proposed to be carried out in relation to the place or object at the time the statement is given.

(2) An advice under subsection (1) must be given within 10 days after the statement of recommendation is given under section 40.

(3) The owner of a place to whom a statement of recommendation has been given must advise the Executive Director in writing of an application, permit or amendment if, before a determination under section 49 or 52 in respect of a place—

(a) an application for a planning permit or a building permit or for an amendment to that permit in relation to the place is made; or

(b) a planning permit or building permit or an amendment to that permit in relation to the place is granted.

(4) An advice under subsection (3) must be given within 10 days after the making of the application or the grant of the permit or amendment.

(5) The owner of a place or object to whom a statement of recommendation has been given must advise the Executive Director in writing of the following activities or proposals if, before a determination is made under section 49 or 52 in respect of a place or object—

(a) any activities are carried out in relation to the place or object that could harm the place or object;

(b) any activities are proposed to be carried out in relation to the place or object that could harm the place or object.

(6) An advice under subsection (5) must be given within 10 days after the owner becomes aware of the activity or the proposal, as the case requires.

(7) If, before a determination is made under section 49 or 52 in respect of a place or object, a proposal is made to dispose of the whole or any part of the place or object, the owner of the place or object must advise the Executive Director in writing of that proposal.

(8) An advice under subsection (7) must be given at least 10 days before entering into the contract for the disposal of the place or object.

(9) The owner of a place or object who proposes to dispose of the whole or any part of the place or object before a determination is made under section 49 or 52 in respect of the place or object must, before entering into a contract for that disposal, give a copy of the statement of proposed contract, is to acquire the place or object or part of the place or object.

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

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

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

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