

# Statement of Recommendation from the Executive Director, Heritage Victoria

Yarraville Railway Station Complex (PROV H2447)

15 Goulburn Street, Yarraville, Maribyrnong City

Bunurong Country



## Executive Director recommendation

Under section 37 of the *Heritage Act 2017* ('the Act') I make the following recommendation to the Heritage Council of Victoria (Heritage Council):

### Recommendation 1

That the Yarraville Railway Station Complex located at 15 Goulburn Street, Yarraville is of State-level cultural heritage significance and should be included in the Victorian Heritage Register (VHR) in the category of Registered Place.

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

I suggest that the Heritage Council determine that:

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

### Recommendation 2

That the former Stationmaster's Residence located at 13 Murray Street, Yarraville, is not of State-level cultural heritage significance and should not be included in the VHR.

I suggest that the Heritage Council determine that:

- the former Stationmaster's Residence is not of State-level cultural heritage significance and should not be included in the VHR in accordance with section 49(1)(b) of the Act
- the recommendation and any submissions be referred to the relevant planning authority for consideration for an amendment to the planning scheme
- 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.

### Recommendation 3

That the Interlocking Railway Crossing Gates (VHR H1028) be removed from the VHR as this registered place will be incorporated into the proposed registration of the Yarraville Railway Station Complex.



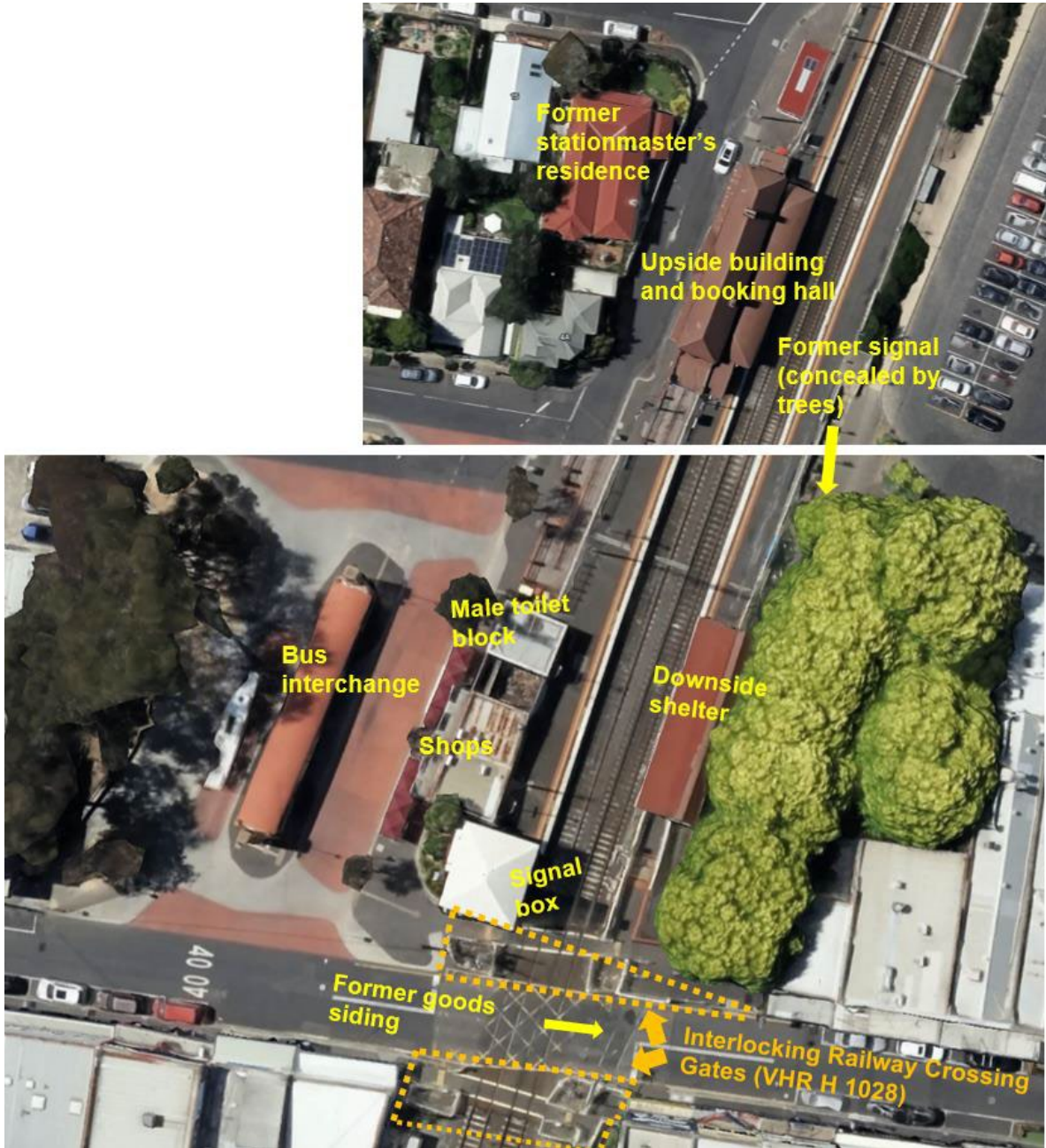
**STEVEN AVERY**  
Executive Director, Heritage Victoria

**Date of recommendation: 15 January 2024**

## Description

The following is a description of the Yarraville Railway Station Complex at the time of the site inspection by Heritage Victoria in August 2023.

The Yarraville Railway Station Complex is located on the traditional land of the Bunurong people.



2021. Google Earth shows the aerial view of the place. The approximate extent of the Interlocking Railway Crossing Gates (VHR H1028) is indicated with orange dash lines.

The Yarraville Railway Station Complex forms part of the Yarraville shopping precinct on Anderson Street. It comprises an upside platform (to the city) along Birmingham Street on the west, and a downside platform (to Williamstown) along Canterbury Street on the east. To its immediate south is the Anderson Street Railway Level Crossing, which contains the former goods siding and the remaining structure of the Interlocking Railway Crossing Gates (VHR H1028). This includes four posts of the former gates, one set of gates to the east of the former sidings, two sets of pedestrian gates and



associated fencing. To the east of the complex is the location of the former goods yard, which has been converted into carparks and pedestrian pathways. A former goods yard signal is located within this area, to the immediate east of the downside platform.

Structure	Description
<b>Former signal box (1927)</b>	<p>The former signal box is a double-storey brick building located to the immediate south of the upside platform. The building has a hipped roof with later metal cladding, with several rectangular window and door openings with prominent lintels and sills. All of the window openings are currently boarded up for security reasons. A balcony with metal balustrades encircles the entire upper level.</p> <p>Internally, the upper level is the location of the former operator's office, which still retains the original levers and frame for controlling signals and siding points, and a capstan for the operation of the Interlocking Railway Crossing Gates (VHR H1028). The ground floor was not inspected during the site visit.</p>
<b>Male Toilet Block (c.1893)</b>	<p>The male toilet block is an open-roofed, bi-chromatic brick building, featuring prominent red brick banding and an arched entrance with brick header. Internally the building comprises original ceramic urinals and a row of four toilet cubicles, constructed in brick consistent with the block.</p>
<b>Upside Station Building (1893) and Booking Hall (1922)</b>	<p>The Upside Station Building is a substantial poly-chromatic brick (red, brown, black) building with stone footings. On the east (the platform side), a substantial verandah with fluted metal posts extends along the width of the platform. On its north is the location of a weatherboard female toilet block with later internal fitouts. The building has a prominent hipped roof with later corrugated iron cladding. It features a large bi-chromatic brick chimney on the north. Another smaller, bi-chromatic chimney punctures the roof fall on the eastern (platform) side. It is understood that this chimney may have been relocated from the south of the roof to its current position, when the Booking Hall was constructed in 1922. Tinted terracotta eave brackets extend beneath the roof form.</p> <p>The Upside Station Building has a symmetrical frontage on its west (Birmingham Street) elevation and is dominated by a projecting central gable, sheltering the main entrance below (altered in 1922). The east elevation features the original door into the office and two prominent arched openings into the waiting areas. Several former openings are infilled by brick. The building retains most of its internal fabric, most of which is concealed by contemporary office fitouts.</p> <p>On its south, the Upside Station Building extends into a Booking Hall (1922) constructed with red brick. The Hall is a rectangular building and contains a prominent parapet containing inverted arches, concealing its shallow-pitched roof. On the west, the former window opening with stone sill is currently infilled with brick. The south and east elevations contain a large arched opening each providing access to the street level and onto the platform. To the south of the Booking Hall, a 1922 pedestrian ramp, with brick posts and metal palisade fences, connects the building with the street level.</p>
<b>Downside shelter (c.1916)</b>	<p>The downside shelter is an elongated, single-storey Edwardian weatherboard structure located on the southern end of the downside platform. It contains a lockable former booking office on the south and a recessed waiting area on the north. The shelter has a gabled roof clad with later corrugated iron, and timber eave brackets extend beneath the roof. An extensive overhanging canopy projects forward on the western side of the building. A row of timber valances extend along its underside.</p>
<b>Shops (1935-36)</b>	<p>The two brick shops are located on the eastern side of Birmingham Street with their rear elevation directly abutting the upside platform.</p>
<b>Bus Interchange (c.1946-48)</b>	<p>The Bus Interchange contains two cream-brick toilet blocks (north and south) connected by a roof with an open waiting area underneath. The toilet blocks have a barrel roof form, which extend into the central waiting area. The internal space of the toilet blocks contain contemporary toilet</p>

	<p>facilities. A tall tower abuts each toilet block and has splayed corners embellished by red-brick quoining. Later projecting lamp posts are located on top of the towers.</p>
<p><b>Stationmaster's Residence (c.1887)</b></p>	<p>The former Stationmaster's Residence at 13 Murray Street is located on the southwest corner of Murray and Birmingham Streets, to the west of the upside platform. The land parcel was originally trapezoid in shape, with a wider north section and a narrower southern section. The southern section was excised in 1998 and converted into a contemporary housing development. The residence is a freestanding Victorian weatherboard house with an M-shaped hipped roof, set behind an extensive front garden. The southern section of the roof is altered and extended. A corbelled brick chimney projects above the eastern section of the roof, and there is another simpler brick chimney on the east elevation, whose chimneypiece is visible from Birmingham Street. The residence has a symmetrical frontage with prominent tripartite windows and a central door with sidelights and fanlight. All of these are sheltered by a prominent front verandah, which consists of a hipped roof and cast-iron latticework.</p> <p>The original southern (rear) wall line was once aligned with the simple eastern chimney. The wall line was later extended further to the rear of the block (c.1990s) with a weatherboard addition that is similar to the original front section of the house. The east side of the residence is the location of a later carport with gabled roof form.</p>

### Description images



2023. View north from the Anderson Street Railway Crossing shows main structures of the complex. The northern section of the Interlocking Railway Crossing Gates (VHR H1028) and the remnant of the Former Goods Siding are visible on the right.



2019. Birmingham Street looking north shows the Bus Interchange on the left and shops on the right. Source: Google Street View.

2023. Image shows the former signal for the goods siding.



2023. The southern elevation of the signal box.



2023. The former levers (left) and capstan (centre-right) remain inside the signal box.



2023. The east elevation of the 1893 Upside Station Building and the 1922 Booking Hall. The central chimney (indicated with an arrow) was relocated to the current location in 1922. The 1922 Booking Hall is located to the left of the vending machine.



2023. The west elevation of the downside shelter.



2023. The front (north) and side (east) elevations of the former Stationmaster's Residence. The later addition (including the later roof extension) is indicated with an arrow. The addition extends further south from the side chimney.



2023. The Bus Interchange Building, viewed from the south.





2019. The living area within the later rear extension of the Stationmaster's Residence. Source: realestate.com.au



2019. The later kitchen with non-original bay window located in the later rear extension of the Stationmaster's Residence. Source: realestate.com.au

## History

### Establishment of the Williamstown Railway Line

The Melbourne Mount Alexander and Murray River Railway Company (MMA&MRR Co) was formed in 1853 to construct a rail link to port facilities at Williamstown as well as the railway line north to Echuca, within seven years. Infrastructure projects of such scale soon proved to be financially unsustainable for private companies such as MMA&MRR Co. In May 1856, the Government established the Victorian Railways (VR) Department to take over the operation of the company and the faltering railway project.<sup>1</sup>

The Williamstown Railway Line and the Footscray to Sunbury Line were officially opened as the first Victorian Government railway lines on 13 January 1859. Stations on the Williamstown Line at that time included Spencer Street, North Melbourne, Footscray, Newport, Williamstown Beach, North Williamstown and Williamstown.

The Yarraville Railway Station was officially opened on the 20 November 1871.<sup>2</sup> Its development is summarised below.

### Development of the Yarraville Railway Station Complex

Year	Development
1871	The official opening of the station. It was small in scale and comprised mainly temporary platforms and simple timber shelters for passengers. <sup>3</sup>
1871-early 1880s	The station was soon proved inadequate for the growing population, industries, and businesses in Yarraville. Throughout the 1870s and 80s, the local community demanded better services and station facilities to accommodate the increasing numbers of passengers. The platforms had become too narrow, and the ticket office was too close to the Anderson Street Level Crossing, creating a hazardous environment for rushing commuters, which resulted in several fatal accidents.
1883-87	In 1883-87, major upgrade works at the station finally took place, significantly expanding the complex. These works consisted of the opening of a new goods siding to the east, the widening of the platforms and construction of the first permanent station buildings (see below).
Early 1880s	Opening of <b>Goods Siding</b> . This short section of track departed the main line on the south of Anderson Street. It ran alongside the downside platform and re-joined the railway track near Castlemaine Street on the north.
1884	A set of hand-operated crossing gates were installed on the Anderson Street level crossing by 1884.
1885	<ul style="list-style-type: none"><li>• The upside and downside platforms were widened, with pedestrian ramps created on the southern end of both platforms to provide better access.</li><li>• A footbridge was constructed over the railway line to connect both sides of the station and provide safer access for passengers.</li><li>• New buildings, including a waiting room and booking office, were proposed for the upside. The contract was granted to WE White, who completed these timber buildings by February 1886 in accordance with plans designed by the Victorian Railways. The designer remains unclear.<sup>4</sup> The works included:<ul style="list-style-type: none"><li>– An L-shaped waiting room building, which contained men's and women's waiting areas. It had a northern extension projecting onto Birmingham Street (then Sydney Street).</li><li>– A freestanding booking office located further southwest, with its front façade (with verandah) facing north.</li></ul></li><li>• On the downside, a galvanised-iron shelter shed was already in place, as depicted in the 1885 plan.</li></ul>

<sup>1</sup> GJM heritage (2020). *State-level Heritage Assessment: Williamstown Railway Line*, p. 8.

<sup>2</sup> "Opening of Yarraville", *The Argus*, 18 November 1871, p1.

<sup>3</sup> "Yarraville – To the editor of the Age". *The Age*, 19 September 1873, p 3.

<sup>4</sup> PROV, VPRS 17077/P1, Contract No 2309/1403 and 2158.



1887-88	<p>In January 1887, the Victorian Railways awarded the tender to construct a <b>Stationmaster's Residence</b> in Yarraville to PJ Corbel.<sup>5</sup> The weatherboard residence, as depicted in the 1885 plan, was to be located on the Victorian Railways land (now 13 Murray Street) to the immediate west of the Yarraville Railway Station. Evidence suggests the residence was completed by late 1887. The first resident Stationmaster was William Arthur Gregory, who moved there by January 1888 and remained until c.1892.<sup>6</sup> The house continued to function as a Stationmaster's Residence until at least the 1940s, providing accommodation for Frank Hattam (1892), John Dewsnap (1896), Charles Owen (1900-1910s), William Deacon (1920), Timothy Gleason (1925) and Marcus O'Donnell (1930-45).<sup>7</sup> The residence remained a Victorian Railways property until 1996.<sup>8</sup></p> <p>In the early 1890s the Stationmaster's Residence was separated from the Yarraville Railway Station Complex through the creation of an easement (Birmingham Street). It became part of the residential streetscape of Murray Street following the subsequent housing development of that street.</p>
1890	The <b>Interlocking Railway Crossing Gates (VHR H1028)</b> on Anderson Street were installed. <sup>9</sup>
1892-93	<p>The upside waiting room building burnt down on the 22 July 1892.<sup>10</sup> In December, Victorian Railways granted a contract for new station buildings to Richard L Gray. In 1893, Gray completed the brick <b>Upside Station Building</b> based on the Victorian Railway design. The identity of the designer remains unknown.<sup>11</sup> The contract specification mentions both 'ladies toilets' and 'lavatory', implying that the <b>Male Toilet Blocks</b> were constructed at the same time.</p> <p>Andrew Ward observes that the <b>Upside Station Building</b> was consistent with the design principle favoured by Charles Speight (1838-1901), Victorian Railway Commissioner from 1883-92.<sup>12</sup> Speight preferred grand, solid and well-planned station buildings. He applied this design approach to many of the station buildings constructed during his tenure. Other comparable examples in the late 1880s include Brighton Beach (1889, VHR H1077) and Ringwood (1889, VHR H1587).<sup>13</sup> Altogether with the Yarraville <b>Upside Station Building</b>, these station buildings are assessed by Ward as being the standard designs that 'marked the close of the Speight era'.<sup>14</sup></p>
1893-94	Further <b>Goods Siding</b> work took place, as depicted in the 1891 plan (revised in 1893-94, see below). Another set of tracks was constructed to the east of the sidings as to provide standing rooms for trucks. The standing room was later extended further northward and re-emerged with the railway line at the Somerville Road Level Crossing.
1900-10s	<p>By the early 1900s, the Yarraville Railway Station had become a major passenger hub and freight centre on the Williamstown Line.</p> <p>In the 1910s, a more substantial timber <b>Downside Shelter</b> with gabled roof was constructed on the south end of the downside platform. The cast-iron shelter and booking office were subsequently removed. The <b>Downside Shelter</b> is captured by the 1910s photo taken from the Anderson Street Level Crossing.</p>
1916	A pedestrian subway was constructed in 1916 to replace the footbridge. <sup>15</sup> It is speculated that the footbridge was removed to accommodate the overhead infrastructure required for the electrification of the metropolitan network.

<sup>5</sup> "Railway Tenders", *The Herald (Melbourne)*, 4 Jan 1887, p 3.

<sup>6</sup> City of Footscray Rate Book

<sup>7</sup> Sands and McDougall Directories

<sup>8</sup> Certificate of Title Volume 10269 Folio 488

<sup>9</sup> Heritage Victoria. Statement of Significance for Interlocking Railway Crossing Gates (H1028).

<sup>10</sup> "Fire at the Yarraville Railway Station" in *Melbourne Weekly Times*, 23 July 1892, p 15.

<sup>11</sup> PROV, VPRS 17077/P1, Contract No 4956/2411

<sup>12</sup> Ward (2019) *Story of stations*, p 256

<sup>13</sup> Ibid, pp 253-256.

<sup>14</sup> Ibid, p 253.

<sup>15</sup> PROV, VPRS 8600/P1, Unit 135

1920	Electrification of the Williamstown Railway Line.
1922	<ul style="list-style-type: none"> <li>• Further works took place at the brick <b>Upside Station Building</b>, including internal reconfiguration, alteration to the front (Birmingham Street) entrance and relocation of a chimney. The original southern chimney was removed and relocated to its eastern elevation.</li> <li>• A brick <b>Booking Hall</b> was constructed on the south elevation of the <b>Upside Station Building</b>.</li> <li>• In October, at the suggestion of the Railway Commissioners, Footscray City Council and the Commonwealth Motor Bus Company Ltd initiated a discussion regarding a bus service between Yarraville and Melbourne. It was anticipated that the bus service would provide a cheaper and more comfortable alternative to the overcrowded trains during rush hours. The proposed bus route was to begin at the corner of Anderson and Fehon Streets and terminate in the Melbourne CBD, going through Footscray.<sup>16</sup></li> </ul>
1927	A double-storey, brick <b>Signal Box</b> was constructed on the south of the upside platform. <sup>17</sup>
1935	Two brick <b>shops</b> were constructed c.1935-6 on the western side of the station and were subsequently assigned nos. 27-29 Birmingham Street. The shops were used as hairdressing salon and confectionary store until 1974. <sup>18</sup>
1946-50	The Yarraville Station <b>Bus Interchange</b> (referred to as Bus Terminal in Council records) was constructed between 1946 and 1949. <sup>19</sup> In August 1949, Footscray City Council discussed the installation of an electric clock at the interchange building. <sup>20</sup>
1969-2000s	<ul style="list-style-type: none"> <li>• Use of the <b>Goods Sidings</b> ceased in 1969. The yard was converted into a carpark around the late 1990s and early 2000s.</li> <li>• In 1994, the <b>Interlocking Railway Crossing Gates (VHR H1028)</b> were included in the VHR.</li> <li>• The <b>Signal Box</b> was decommissioned in c.1995.</li> <li>• The <b>Stationmaster's Residence</b> was sold by the Victorian Railways and subsequently became a private residence. The southern section of the property was excised in 1998 and became the site of a separate housing development.<sup>21</sup></li> <li>• The pedestrian underpass was infilled in c 1990s to early 2000s.</li> </ul>

<sup>16</sup> "Motor buses for Footscray and Yarraville" in *Independent (Footscray)*, 21 October 1922, p 4.

<sup>17</sup> Heritage Victoria. Statement of Significance for Interlocking Railway Crossing Gates (H1028).

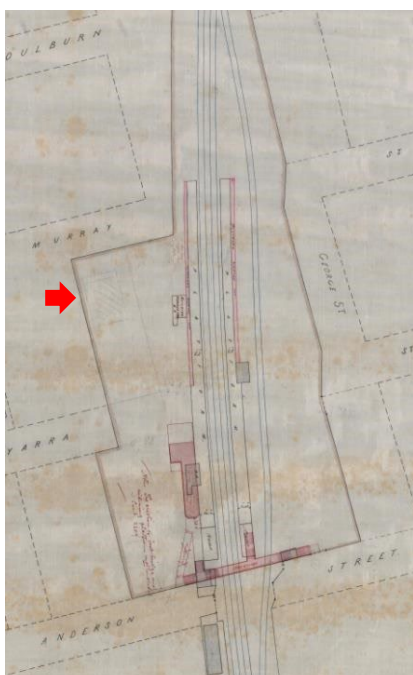
<sup>18</sup> Sands and McDougall Directories

<sup>19</sup> The building is not captured by the 1945 aerial photo, indicating it was built after this date.

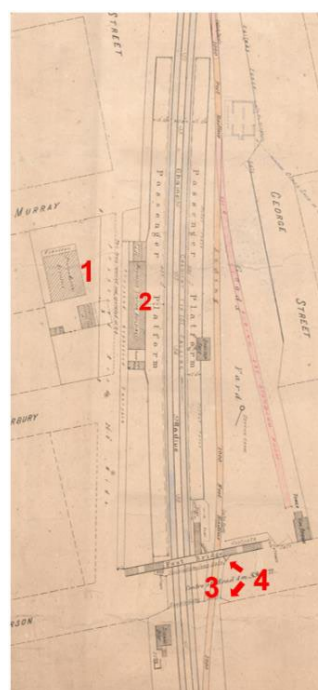
<sup>20</sup> PROV, VPRS 5338/P0, Unit 36, City of Footscray Council Minute Book 1949, p 317.

<sup>21</sup> Plan of subdivision PS 417430A

## Historical images



1885. Site plan showing the approximate locations of proposed works at the Yarraville Railway Station. Anderson Street is on the bottom. All structures to be built are shown in red. The goods yard is located to the east of the downside platform. The location of the Stationmaster's Residence (denoted with a pencil sketch) is indicated with an arrow. Source: Plan No 1076, Dept of Transport and Planning Archives.



1891 (revised 1893-94). Plan shows the nineteenth century railway complex structures that remain today. They are: 1) Stationmaster's Residence, 2) Upside Station Building, 3) Former Goods Siding and 4) the eastern set of the Interlocking Railway Crossing Gates (VHR H1028). Works on the goods siding and yard are also labelled in orange and pink. Note the creation is Birmingham Street (then Sydney Street) has separated the Stationmaster's Residence from the railway complex. Source: Plan no B44-915-93, Department of Transport and Planning Archives.



1909. Image shows the footbridge on the left. On the right, the southern chimney (indicated with an arrow) of the upside station building is in its original location. Source: Image No 1713197, State Library Victoria.

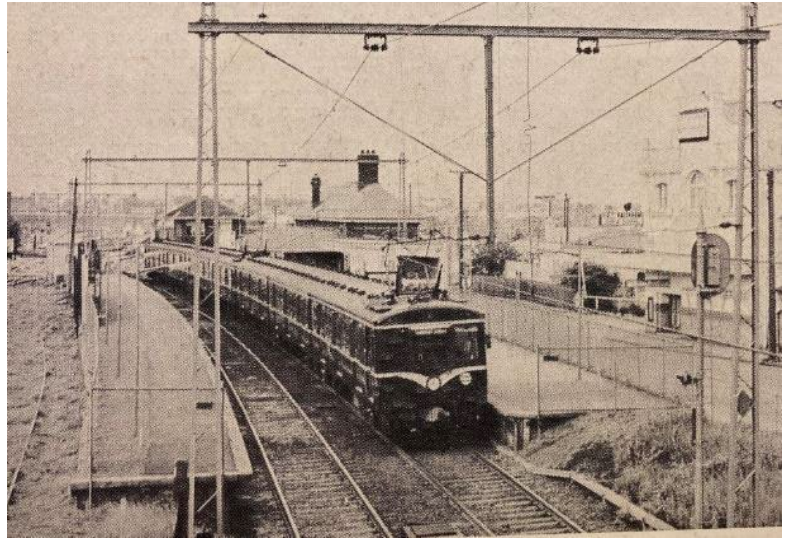


c1916. Photo showing the Yarraville Railway Station prior to the electrification of the railway line. The Downside Shelter and subway entrance are visible on the right. The State Library Victoria catalogue attributes the photo date to c 1890. However, as the subway was already constructed, the photo would have been taken around or after 1916. Source: Image 1684440, State Library Victoria.





1962. Aerial view shows the Yarraville Railway Station Complex. The original rear wall line of the Stationmaster's Residence (indicated with an arrow) was aligned with the eastern chimney. The rear section was later extended. Source: Victorian Railway Aerial Survey (VPRS 17400/P1, Box 02), Public Record Office Victoria.



c.1972. Yarraville Railway Station, looking south, showing the disused goods siding on the far left. Source: Divisional Diary, January 1972, Australian Railway Historical Society Victorian Division.

## Selected bibliography

Australian Railway Historical Society Victorian Division. *Divisional Diary*, January 1972.

Barnard, J, Butler, G, Gilfedder, F & Vine G. (2001). *Maribyrnong Heritage Review*.

Newspaper articles, as cited.

PROV, VA 1007 Melbourne Water Corporation, VPRS 8600/P1 Survey Field Books, Book Nos 82, 161, 1797 and 2245

PROV, VA 4616 Victorian Rail Track (Vic Track), VPRS 17077/P1 Contract Files, Contract No 4956/2411 – Yarraville Railway Line

PROV, VA 4616 Victorian Rail Track (Vic Track), VPRS 17077/P1 Contract Files, Contract Nos 2309/1403 and 2158 – Yarraville Railway Line contract for station.

PROV, VA 4616 Victorian Rail Track (Vic Track), VPRS 17400/P0001 Aerial photographs of Victorian Railway Line Sections, North Melbourne-Williamstown 1962, Newport-Altona 1962, 1969, Footscray-St Albans 1969, 1970, 1962, 1964

PROV, VA 640 Footscray City, VPRS 5338/P0 Council minutes books, 1945-1949

Sands and McDougall Directories

Ward, A. (2019). *A story of stations: the architecture of Victoria's railways in the Nineteenth Century*. Williamstown, Victoria: Australian Railway Historical Society Victorian Division Inc.

## Further information

### Traditional Owner Information

The Yarraville Railway Station Complex is located on the traditional land of the Bunurong people. Under the *Aboriginal Heritage Act 2006*, the Registered Aboriginal Party for this land is the Bunurong Land Council Corporation.

### Victorian Aboriginal Heritage Register

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

### Integrity

The integrity of the place is good. The cultural heritage values of the Yarraville Railway Station Complex can be easily read in the extant fabric.

Despite some minor later alterations, the extant fabric can still be clearly understood. (August 2023)

### Intactness

The intactness of the place is fair.

The Interlocking Railway Crossing Gates (VHR H1028) originally comprised two sets of interlocking gates. Only the set on the east of Anderson Street railway crossing remains. Other remaining structures include two pedestrian gates and all associated workings, and all incidental fencing associated with the level crossing. (August 2023)

### Condition

The condition of the place is good. (August 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.

<b>Heritage Overlay</b>	The Yarraville Railway Station Complex (including shops and Bus Interchange) is included as contributing to the significance of Heritage Overlay HO14 <i>Yarraville civic and commercial heritage area Yarraville</i> .  The Former Stationmaster's Residence is not included in HO14 nor in a different Heritage Overlay.
<b>Other Overlays</b>	The Interlocking Railway Crossing Gates are included in the VHR (VHR H1028).
<b>Other Listings</b>	The Yarraville Railway Station Complex is classified by the National Trust Australia (Victoria) as of state-level technical significance (File number B6261).
<b>Other Names</b>	There are no other widely known names for the place.
<b>Date of construction/creation</b>	1871-1948
<b>Architect//Builder/Designer/Maker</b>	<ul style="list-style-type: none"><li>Richard L Gray (builder for the 1893 Upside Station Building)</li><li>P J Corbel (builder for the Stationmaster's Residence)</li></ul>
<b>Architectural style</b>	Victorian



## Statutory requirements under section 40

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

#### Recommendation 1:

The Executive Director recommends that the Yarraville Railway Station Complex is included in the VHR.

#### Recommendation 2:

The Executive Director recommends that the former Stationmaster's Residence at 13 Murray Street Yarraville is not included in the VHR.

#### Recommendation 3:

That the Interlocking Railway Crossing Gates (VHR H1028) be removed from the VHR as this registered place will be incorporated into the proposed registration of the Yarraville Railway Station Complex.

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

**Number:** PROV H2447

**Category:** Registered Place

**Name:** Yarraville Railway Station Complex

**Location:** 15 Goulburn Street, Yarraville

**Municipality:** Maribyrnong City

### Proposed extent of registration

The Executive Director recommends that the extent of registration for the Yarraville Railway Station Complex be gazetted as:

All of the place shown hatched on Diagram 2447 encompassing all of Lot 1 on Title Plan 957172, Lot 1 on Title Plan 957180, Lot 1 on Title Plan 957175, Lot 1 on Title Plan 957193, Lot 1 on Title Plan 939529, Lot 1 on Title Plan 939529, Lot 1 on Title Plan 410742, Lot 1 on Title Plan 957186, Lot 1 on Title Plan 604797, Lot 1 on Title Plan 605469, Lot 1 on Title Plan 381146; and part of Lot 1 on Title Plan 957178, part of Lot 1 on Title Plan 607916, part of Lot 1 on Title Plan 957507 extending from the building façade for the width of the footpath, part of Lot 1 on Title Plan 957194; and part of the Birmingham Street road reserve, and part of the Anderson Street road reserve being the width of the footpath.



**Aerial Photo of the Place Showing Proposed extent of registration**



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

## **Rationale for the extent of registration**

The recommended extent of registration comprises the place known as the Yarraville Railway Station Complex. It extends from the Anderson Street Level Crossing on the south to the north of the railway platforms (ending at the north boundary line of Lot 1 on Title Plan 957172), covering the Bus Interchange on the west and part of the former goods yard on the east (currently carparks). The proposed extent incorporates all elements of significance related to the railway together with sufficient land to provide for the protection and conservation of the place.

The existing VHR registered Interlocking Railway Crossing Gates (H1028) will be incorporated into the proposed extent of registration. The gates are closely associated with the Yarraville Railway Station Complex and are assessed to be an integral part of the proposed extent. As a result, it is recommended that the existing VHR H1028 listing be removed with the registration of the larger complex.

The recommended extent of the registration varies from the nominated extent of registration by the exclusion of the former Stationmaster's Residence.

The former Stationmaster's Residence is assessed to have not met the VHR threshold and is thus recommended to be excluded from the proposed registration. Please refer to the section below and the comparative analysis section for more details.

It should be noted that everything included in the proposed extent of registration including all the land, all soft and hard landscape features, plantings, all buildings (exterior/s, interior/s and fixtures), any archaeological features and any objects integral to the understanding of the cultural heritage significance of the place is proposed for inclusion in the VHR. A permit or permit exemption from Heritage Victoria is required for any works within the proposed extent of registration, apart from those identified in the categories of works or activities in this recommendation.



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

Following is the Executive Director's assessment of the Yarraville Railway Station Complex 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, tram and bus.
A2)	Is the event, phase, period, process, function, movement, custom or way of life of historical importance, having made a strong or influential contribution to Victoria?	Yes	This phase is of historical importance having made a strong and influential contribution to Victoria.
A3)	Is there evidence of the association to the event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history?	Yes	There is evidence of the association between the place and this historical phase:  The Yarraville Railway Station Complex is a comprehensive and highly intact complex that demonstrates a clear association with Victoria's rail and bus networks in the nineteenth and twentieth centuries.  Physical structures including the Bus Interchange, gates, Signal Box, station buildings and shops are evidence of the place's close association with this aspect of Victoria's history.

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

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

No.	Test	Yes/No	Reason
SA1)	Does the place/object allow the clear association with the event, phase, period, process, function, movement, custom or way of life of historical importance to be understood better than most other places or objects in Victoria with substantially the same association?	Yes	a) The place allows the association with phase 'Linking Victorians by rail, tram and bus' to be better understood than most other similar railway station complexes.  Although a great many places and objects in the State are associated with the phase, the Yarraville Railway Station Complex demonstrates the development of the place from a minor station to a major passenger hub and freight centre of the

metropolitan network, as featured by, amongst other things, the purpose-built station buildings, remnant of the Goods Siding, Shops, Signal Box and the set of Interlocking Railway Crossing Gates servicing both freight and passenger lines.

The level of intactness of the place allows it to be better understood than most other similar places. It is noted that no bus station is currently included in the VHR.

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

<b>Executive Director's Response:</b>	Yes	Criterion A is likely to be relevant at the State level.
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## CRITERION B: Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

### Step 1 Test for Criterion B

No.	Test	Yes/No	Reason
<b>B1)</b>	Does the place/object have a clear association with an event, phase, period, process, function, movement, custom or way of life of importance in Victoria's cultural history?	Yes	<p>The place has a clear association with the following historical phases which are of importance in Victoria's cultural history:</p> <p>a) Linking Victorians by rail, tram and bus.</p>
<b>B2)</b>	Is there evidence of the association to the historical phases etc identified at B1)?	Yes	<p>There is evidence of the association between the place and these historical phases:</p> <p>a) Linking Victorians by rail, tram and bus.</p> <p>The Yarraville Railway Station Complex demonstrates the development of the place as a passenger hub and freight centre from 1871 onwards.</p> <p>The 1940s Bus Interchange is associated with the change of transportation infrastructure of the State in response to the post-war suburban growth.</p>
<b>B3)</b>	Is there evidence that place/object is rare or uncommon, <u>or</u> has rare or uncommon features?	Yes	<p>B3(i) There is no evidence that the place is rare or uncommon.</p> <p>There are numerous railway station complexes in Victoria that demonstrate the same associations. As such, the Yarraville Railway Complex is not rare or uncommon.</p> <p>B3(ii) There is evidence that the place/object type has rare or uncommon features.</p> <p>The Interlocking Railway Crossing Gates (VHR H1028) are one of the few remaining examples in Victoria of multiple interlocking railway level crossing gates, protecting both main running lines and sidings. Their significance has already been recognised through the inclusion in the VHR.</p>

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

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

No.	Test	Yes/No	Reason
SB1)	Is the place/object rare or uncommon, being one of a small number of places/objects remaining that demonstrates the event, phase, etc identified at B1)?	No	<p>The Yarraville Railway Station Complex is not rare or uncommon being one of a small number of places remaining that connects Victorians through rail, tram and bus.</p> <p>There are many railway station complexes across the State and being included in the VHR. The place is thus not rare or uncommon.</p>
SB2)	Is the place/object rare or uncommon, containing unusual features, and these features are of note and these features were not widely replicated in Victoria?	Yes	<p>The Yarraville Railway Station Complex is rare or uncommon for:</p> <ul style="list-style-type: none"><li>i. containing unusual features; and</li><li>ii. these features are of note; and</li><li>iii. these features were not widely replicated in Victoria:</li></ul> <p>The Interlocking Railway Crossing Gates (VHR H1028) are one of the few remaining examples in Victoria of multiple interlocking railway level crossing gates, protecting both main running lines and sidings. Their significance has already been recognised through the inclusion in the VHR.</p>
SB3)	Is the existence of the class place/object that demonstrates the historical phases at B1) endangered to the point of rarity due to threats and pressures on such places/objects in Victoria?	No	<p>The Yarraville Railway Station Complex is of the class of railway station complexes The class does demonstrate the historical phases set out at B1.</p> <p>This class is not endangered to the point of rarity due to threats and pressures on such places in Victoria.</p>

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

Executive Director's Response:	Yes	Criterion B is likely to be relevant at the State level.
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### CRITERION C: Potential to yield information that will contribute to an understanding of Victoria's cultural history.

#### Step 1 Test for Criterion C

No.	Test	Yes/No	Reason
C1)	Does physical fabric and/or documentary evidence and/or associated oral history or cultural narratives relating to the place/object indicate a likelihood that the	No	<p>The:</p> <ul style="list-style-type: none"><li>1) physical fabric and</li><li>2) documentary evidence or</li><li>3) associated oral history or cultural narratives.</li></ul>

	place/object contains evidence of cultural heritage significance that is not currently visible and/or well understood or available from other sources?		relating to the Yarraville Railway Station Complex 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.
<b>C2)</b>	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).
<b>If both C1 AND C2 are satisfied, then Criterion C is likely to be relevant (but not necessarily at the State level)</b>			
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
<b>D1)</b>	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 Yarraville Railway Station Complex belongs to the class of railway station complexes. This class has a clear association with the following in Victoria's history: a) Linking Victorians by rail, tram and bus.
<b>D2)</b>	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	Linking Victorians by rail, tram and bus is a historical phase which has made a strong and influential contribution to Victoria.
<b>D3)</b>	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/object type.

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

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

No.	Test	Yes/No	Reason
<b>SD1)</b>	Is the place/object a notable (fine, influential or pivotal) example of the class in Victoria?	Yes	The Yarraville Railway Station Complex is a notable and fine example of the class of railway station complex.



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In comparison with other railway station complexes in the VHR, Yarraville Railway Station Complex is a notable example of its class in Victoria for:

- The Interlocking Railway Crossing Gates (VHR H1028), which are one of the few remaining intact gates of their kind in Victoria.
- The remnant of the former Goods Siding, which is one of few remaining former public goods yards in metropolitan Melbourne.
- The Bus Interchange, which is an early major structure that demonstrates the post-war expansion of bus network in Victoria. As part of the Yarraville Railway Station Complex, the Bus Interchange is an early example of major bus shelter and public conveniences for passengers transitioning between bus and railway mode of travel.

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

<b>Executive Director's Response:</b>	Yes	Criterion D is likely to be relevant at the State level.
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## **CRITERION E: Importance in exhibiting particular aesthetic characteristics.**

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### **Step 1 Test for Criterion E**

No.	Test	Yes/No	Reason
E1)	Does the physical fabric of the place/object clearly exhibit particular aesthetic characteristics?	Yes	The physical fabric of the place clearly exhibits aesthetic characteristics particular to a railway station building.

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

<b>Executive Director's Response:</b>	Yes	Criterion E is likely to be relevant.
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### **Step 2 State-level test for Criterion E**

No.	Test	Yes/No	Reason
SE1)	Are the aesthetic characteristics 'beyond the ordinary' or are outstanding as demonstrated by: <ul style="list-style-type: none"><li>• Evidence from within the relevant discipline (architecture, art, design or equivalent); and/or</li><li>• Critical recognition of the aesthetic characteristics of the place/object within a relevant art, design, architectural or related discipline within Victoria; and/or</li></ul>	No	<p>There is no evidence that the aesthetic characteristics at the place are 'beyond the ordinary' or are outstanding.</p> <p>There is no evidence from within the architecture discipline, nor critical recognition, nor wide public acknowledgement of the aesthetic characteristics of the Yarraville Railway Station Complex as 'beyond ordinary'.</p>

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

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

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

### Step 1 Test for Criterion F

No.	Test	Yes/No	Reason
F1)	Does the place/object contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created?	No	The Yarraville Railway Station Complex does not contain physical evidence that clearly demonstrates creative or technical achievement for the time in which it was created.
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 level of integrity of the place is relatively high, as it allows the class of the place to be easily understood.

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

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

### Step 1 Test for Criterion G

No.	Test	Yes/No	Reason
G1)	Does the place/object demonstrate social value to a community or cultural group in the present day in the context of its cultural heritage significance? Evidence must be provided for all three facets of social value listed here:		
i)	Existence of a community or cultural group; <u>and</u>	Yes	There is evidence that the place has social value in the present day to the Yarraville community as their local railway station.
ii)	Existence of a strong attachment of a community or cultural group to the place or object; <u>and</u>	Yes	There is evidence of a strong attachment of the Yarraville community to the Yarraville Railway Station Complex.  The Yarraville Railway Station Complex has been the rail gateway for the Yarraville locality since 1871.

iii)	Existence of a time depth to that attachment.	Yes	There is evidence of the attachment dating to 1871.  As outlined in the history section, the station has served as an important transport hub and freight centre for the local community since the 1870s. Its central location in Yarraville makes it an important landmark of the area.
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**If all facets of G1 are satisfied, then Criterion G is likely to be relevant (but not necessarily at the State level)**

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

No.	Test	Yes/No	Reason
SG1)	Is there evidence that the social value resonates across the broader Victorian community as part of a story that contributes to Victoria's identity?	Yes	SG1(i) The social value of the Yarraville Railway Station Complex is part of a story in Victoria that contributes to Victoria's identity.  The development of railway and bus infrastructure is recognised as an important aspect of Victoria's history and social development.
		No	SG1(ii) There is no evidence that the social value of the Yarraville Railway station Complex to the Yarraville community resonates across the broader Victorian community. This is true for many local railway stations across Victoria.

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

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

### Step 1 Test for Criterion H

No.	Test	Yes/No	Reason
H1)	Does the place/object have a direct association with a person, or group of persons who has made a strong or influential contribution in their field of endeavour?	Yes	H1(i) There is a direct association between Yarraville Railway Station Complex and the Victorian Railways.  H1(ii) The Victorian Railways has made a strong or influential contribution to the provision of rail infrastructure in the State.
H2)	Is there evidence of the association between the place/object and the person(s)?	Yes	There is evidence of the association between the Yarraville Railway Station Complex and the Victorian Railways.
H3)	Does the association relate:	Yes	H3(i) The association between the Yarraville Railway Station Complex and the Victorian Railways relates directly to the achievements of the Victorian Railways.

- directly to achievements of the person(s); and
- to an enduring and/or close interaction between the person(s) and the place/object?

H3(ii) The association relates to a enduring interaction between the Victorian Railways and the Yarraville Railway Station Complex.

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

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

No.	Test	Yes/No	Reason
SH1)	Are the life or works of the person/persons important to Victoria's history?	Yes	The life or works of the Victorian Railways is important in Victoria's history.
SH2)	Does this place/object allow the association between the person or group of persons and their importance in Victoria's history to be readily appreciated better than most other places or objects in Victoria?	No	<p>The place does not allow the association between the Victorian Railways and their importance in Victoria's history to be readily appreciated more than most other places or objects in Victoria.</p> <p>There are a great many other places that serve as finer examples than the Yarraville Railway Station Complex in demonstrating the achievement of the Victorian Railways throughout the nineteenth and twentieth centuries. Flinders Street Railway Station, as well as some major regional railway stations across the State, allow the influence and history of the Victorian Railways to be better appreciated.</p>

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

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

These places were selected as comparators to the Yarraville Railway Station Complex because they are railway station complexes that were either developed during the 1880s expansion of the Victorian Railways or are similar to Yarraville Railway Station Complex in terms of their scale. Many of them still retain the main railway structures that reflect their original function as major passenger hubs and freight centres.

### Railway Complexes

#### CLIFTON HILL RAILWAY STATION COMPLEX

1 HEIDELBERG ROAD, CLIFTON HILL  
(VHR H1668)

The place is historically significant for its association with the late nineteenth century ‘land boom’ expansion of railways in Victoria, in particular the Inner and Outer Circle Lines.

The complex is architecturally significant as a largely intact example of suburban railway stations developed in 1880s Melbourne. These elements include the highly intact station buildings that contain toilets and porter’s yard and room, two signal boxes and original swinging crossing gates. Collectively they form a substantially complete late nineteenth century urban railway complex



2023. Clifton Hill Railway Station.

#### RINGWOOD RAILWAY STATION

130-136 MAROONDAH HIGHWAY, RINGWOOD  
(VHR H1587)

Ringwood Railway Station is architecturally significant as an illustrative assemblage of nineteenth and early twentieth century railway buildings, as demonstrated by its upside and downside station buildings, and its comparatively sizeable signal box.

Ringwood Railway Station is historically significant due to role the station, and the line, played in the development of Melbourne’s eastern suburbs, as part of the 1880s land boom.



2023. Ringwood Railway Station building.

## BRIGHTON BEACH RAILWAY STATION

1 ESPLANADE BRIGHTON

(VHR H1077)

The station is architecturally significant as a notable example of a station building, with an unusually shaped plan, pedimented entrance porch, tiled frieze and patterned brickwork.

The station is historically significant for its association with the initial phase of private suburban railway building.



2023. Front elevation of the Brighton Beach Railway Station Building.

## BALLARAT RAILWAY COMPLEX

140 LYDIARD STREET NORTH, BALLARAT

(VHR H0902)

The complex is of architectural significance for the retention of its highly intact station buildings and extensive railway complex. These include the only surviving nineteenth century station building retaining a substantial and imposing train hall and clock tower, which recalls the status of rail travel in the Victorian era.

The complex is of technical significance for its bull head rail in the former carriage shed, the remnant of the removed locomotive traversers in the engine shed, crossing gates and the signal box. All of these demonstrate the nineteenth century railway technology and operation.



2023. Front view of the 1889 station building.

## KYNETON RAILWAY STATION COMPLEX

1 MOLLISON STREET, KYNETON

(VHR H1602)

The station complex is historically significant for being amongst the earliest railway buildings in Victoria. The complex comprises a number of major structures, including an upside building with refreshment rooms, stationmasters' residences and passenger facilities, a water tower with a 20,000-gallon tank and a goods shed.

The station complex is architecturally significant as the largest surviving example of basalt railway station facilities on the network, built to the first standard design developed by the Railways Department. The place is notable for its demonstration of fine stonemason's workmanship of the mid-nineteenth century.



1995. Front elevation of the Kyneton Station Building.

## SERVICETON RAILWAY STATION

ELIZABETH STREET, SERVICETON

(VHR H 1592)

The station complex, mostly developed in 1884, is historically significant for its association with the prolonged Victorian/South Australian border dispute, and for its important role for transporting goods, passengers and prisoners between the states. As such, the complex comprises substantial staff accommodation facilities, prison cells, secure storage and strong rooms.

The complex is architecturally significant as a unique and essentially intact example of a major terminal building on the network and is a key contributor to the character of the Western line.



2023. Serviceton Railway station. Google Image.



## Comparison with other bus shelters, infrastructure or similar

The VHR contains no examples of bus stops, bus stations, or associated infrastructure. On this basis, two comparable VHR tram shelters were selected as the most relevant comparators in this category to the Bus Interchange.

### TRAMWAY SIGNAL CABIN, WAITING SHELTER AND CONVENIENCES

**SWANSTON STREET AND VICTORIA STREET,  
MELBOURNE**

**(VHR H1686)**

The place is of historical significance to the State of Victoria as the only surviving elevated signal cabin associated with an operating tramway system in Australia. Built in 1928, it is significant for its ability to demonstrate the development of Melbourne's electric tramway system. The structure contains public toilets and serves a similar function as the Bus Interchange.



*2008. Tramway signal cabin, waiting shelter and conveniences.*

### TRAM SHELTER

**MACARTHUR STREET AND ST ANDREWS PLACE,  
EAST MELBOURNE**

**(VHR H1870)**

The shelter is architecturally significant as one of only five remaining tram shelters from the city cable tram network which were designed as picturesque pavilions in the domestic Edwardian style of the period.

The place is of historical significance for its association with the cable tramway network, which played an important part in the history of transportation in Melbourne. It is also significant for its association with the Tramways Board between 1916 to 1919, as reflected by the monogram on its gable and mosaic tiles.



*2008. Tram Shelter at Macarthur Street and St Andrews Place*

## Comparison with other stationmaster's residences

The VHR contains few examples of housing provided for stationmasters or railway workers that were detached from railway stations. As such, the following places, which are either included in or recommended for a local heritage overlay (HO), are selected as comparators for the former stationmaster's residence.



## **FORMER BEACONSFIELD STATIONMASTER'S RESIDENCE**

**2 BEACONSFIELD AVENUE, BEACONSFIELD,  
CARDINIA SHIRE**

**(HO17)**

The railway residence, built in 1888 for Charles Nott, owner of the 1889 Kenilworth Villa, by the local builder, James Adamson, and acquired by the Victorian Railways in about 1900, is locally significant to Cardinia Shire because of the associations with these prominent men and, because of its size, as evidence of the importance of the rail transport network in the nineteenth-century. The Bunya Bunya tree has significance for its associations with the earliest history of the property and Nott, and as a rare example of its type. It is noted that the building was altered and added to at a later stage.



*2018. Former Beaconsfield Stationmaster's Residence. Source: [realestate.com.au](http://realestate.com.au)*

## **FORMER STATIONMASTER'S RESIDENCE, BRANXHOLME**

**STATION STREET (OR 21 RAILWAY AVENUE),  
BRANXHOLME, SOUTHERN GRAMPIANS SHIRE  
(Not included in a local Heritage Overlay)**

The former Railway Station Master's Residence (built in 1900) is assessed to be of local historical significance as it represents a previous phase of commercial and industrial activity and trade in Branxholme. The centre of the township moved from the main route between Hamilton and Portland with the advent of the railway, and the Station Master's House would have been considered to be an important residence within the township. The house represents the importance of the railway to the township of Branxholme, from the 1870s until its closure in the middle of the twentieth century.



*C 2010. Front view of the former Stationmaster's Residence. Source: [realestate.com.au](http://realestate.com.au)*

## FORMER STATIONMASTER'S HOUSE, WYCHEPROOF

1 RAILWAY PLACE, WYCHEPROOF, BULOKE SHIRE

(H022)

The house at 1 Railway Place, Wycheproof, is assessed to be of local significance for being a predominantly intact example of a standard interwar Bungalow design type constructed as accommodation for the local Station Master. The house has associations with the continued development of railway infrastructure. The house represents one of two known Station Master interwar Bungalows in the Buloke Shire, the other being at 25 Walker Street, Donald.



2010. Oblique view of the former Station Master's House, wycheproof.  
Source: Google Street View.

The house is assessed to be of architectural significance at a local level. It demonstrates original design qualities of a standard Station Master interwar Bungalow style in the early twentieth century.

## Summary of Comparisons

### Yarraville Railway Station Complex

Yarraville stands out as a fine railway station complex. One of the reasons is that the complex retains a relatively high-level of intactness and integrity. It consists of early elements including the remnant of a public goods siding, a signal box, shops that serve the passenger needs and the wheel-operated interlocking gates which are now rare in Victoria. The substantial Upside Station Building is a fine example of its kind that marks the end of the Railway Expansion era in the 1880s and early 1890s. On this basis, Yarraville Railway Station Complex is of state level cultural heritage significance when considered alongside other comparators in the VHR.

As mentioned, the VHR does not currently contain any place directly associated with buses as a form of public transport and contains only places associated with the early twentieth-century tram waiting shelters and conveniences. In this case, the Bus Interchange is of a similar level of historical significance to the selected comparators, as it plays a vital role in servicing passengers transitioning between railway and bus. Further to this, the Bus Interchange is a substantial structure and a fine, early example that is associated with the post-war expansion of the bus network, a phase which is currently underrepresented in the VHR. It is an important component of the Yarraville Railway Station Complex.

### Former Stationmaster's Residence

Throughout the nineteenth and early twentieth centuries, the Victorian Railways built or provided residential accommodation for stationmasters and other railway workers across Victoria. They also purchased private dwellings for the same purpose. In either case, stationmasters' residences were typically built to the standard residential design prevalent in their space and time, and rarely contain any identifiable architectural characters of their own kind. While these residences are mostly located along railway corridors or close to a railway station, their physical attributes are generally limited to those of a conventional private residence, making their functions and associations with Victorian Railways difficult to read. This has been demonstrated by the three selected examples from Beaconsfield, Bransholme and Wycheproof, whose cultural heritage significance are restricted to a local level. This may assist in explaining why the VHR contains no examples of stationmaster's residences or railway worker housing that are detached or physically

removed from railway stations. Rather, such structures typically form an inherent part of or directly connect with a station building in a VHR place, as demonstrated by the example of Kyneton and Serviceton Railway Stations.

On this basis, it is considered that the former Stationmaster's Residence in Yarraville is similar to the three selected comparators. The overall appearance and setting of the Residence imply that it is essentially a typical Victorian dwelling forming part of the residential development of Murray Street, with no discernible physical attribute or visual evidence connecting it with the Railway Station Complex. The Residence also underwent substantial later works that compromise its overall integrity, making a limited contribution to the cultural heritage significance of the broader Yarraville Railway Station Complex. As such, it is recommended that the Residence be excluded from the proposed extent of registration of the Railway Station Complex but be referred to Maribyrnong City Council for further consideration for inclusion in the Heritage Overlay.

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

The Executive Director recommends that the Yarraville Railway Station Complex be included in the VHR in the category of Registered Place.

## Statement of significance

### What is significant?

The place known as the Yarraville Station Railway Complex, which includes the Interlocking Railway Crossing Gates, Signal Box, Male Toilet Block, Upside Station Building and Booking Hall, Downside Shelter, former Goods Siding, Anderson Street Bus Interchange, Shops and former Railway Signal.

### How is it significant?

The Yarraville Railway Station Complex is of historical and architectural significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

#### Criterion A

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

#### Criterion B

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

#### Criterion D

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

### Why is it significant?

The Yarraville Railway Station Complex is historically significant for being a surviving example of a railway station that functioned as a major freight hub within the metropolitan area. As a complex, the place demonstrates the development of the metropolitan railway network that has expanded over an extended period to serve a range of functions, turning the place into a major passenger hub and freight centre. The Bus Interchange is closely associated with the development of Victoria's transportation infrastructure in response to post-war suburban growth. It is an early example of a clearly defined interchange between rail and bus transport modes. [Criterion A]

The Interlocking Railway Crossing Gates are a rare remaining example in Victoria of railway gates designed to protect road users and pedestrians. Protective gates at level crossings were once very common across the whole of the Victorian Railways network. Railway crossing gates have become increasingly rare with the closure of railway lines and road crossings; with the introduction of grade separation; and with the widespread installation of boom barriers in the post-war era. The Interlocking Railway Crossing Gates at Yarraville are also rare for protecting both main running lines and sidings. [Criterion B]

The Yarraville Railway Station Complex is architecturally significant as a fine representative example of a railway station complex. The Upside Station Building is a fine example of a high-quality late Victorian station building typical of the Victorian Railways during its era of expansion in the 1880s and early 1890s. The Place also demonstrates the principal characteristics of the class through its high degree of integrity, including various railway structures, station buildings, Signal Box, wheel-operated Interlocking Railway Crossing Gates, Shops, Bus Interchange and the remnant of the public goods siding. [Criterion D]



## Recommended permit exemptions under section 38

### Introduction

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

### Permit Policy

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

### Permit Exemptions

#### General Exemptions

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

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

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

#### Specific Exemptions

The works and activities below are not considered to cause harm to the cultural heritage significance of the Yarraville Railway station Complex subject to the following guidelines and conditions:

#### Guidelines

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

at all times. If you are unsure, seek advice from a qualified heritage architect, heritage consultant or local Council heritage advisor.

7. The presence of unsafe materials (for example asbestos, lead paint etc) at a registered place or object does not automatically exempt remedial works or activities in accordance with this category. Approvals under Part 5 of the Act must be obtained to undertake works or activities that are not expressly exempted by the below specific exemptions.
8. All works should be informed by a Conservation Management Plan prepared for the place or object. The Executive Director is not bound by any Conservation Management Plan and permits still must be obtained for works suggested in any Conservation Management Plan.

### Conditions

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

### Exempt works and activities

#### Public toilets at the Station and Bus Interchange

- Refurbishment of existing toilets, including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings, providing there is no damage to or alteration of the original structure or fabric.

#### Shops

- Any internal modifications to the building, including the alteration or replacement of any non-original fitout of commercial tenancies.
- Removal or replacement of non-original door and window furniture.

#### Soft landscaping

- Removal, pruning and lopping of all vegetation and trees.

## Existing Registration Details

### Existing extent of registration

#### AMENDMENT OF REGISTER OF HISTORIC BUILDINGS

Historic Building No. 1028.

Interlocked Railway Crossing Gates, Anderson Street, Yarraville, City of Footscray.

(To the extent of:

\* Two sets of interlocked sector gates comprising four gates and all associated workings protecting the double main line, two gates and all associated workings protecting the former public siding, two pedestrian gates and all associated workings, and all incidental fencing associated with the level crossing.

\* All the land marked L1 and L2 and shown hatched on Plan 605407 (A), endorsed by the Chairperson, Historic Buildings Council and held by the Director of the Historic Buildings Council.)

[Victoria Government Gazette No. G39 29 September 1994 p.2341]

### Existing statement of significance

The railway through Yarraville, from Melbourne to Williamstown, opened in 1859, and a station was established at Yarraville in 1872. The station complex comprises a brick up-side station building (1893), a later timber down side platform building, a signal box (rebuilt in 1927), a pedestrian subway, and two sets of wheel operated interlocked level crossing gates commissioned in 1890. One set of four sector gates protects the double main line, and the other set, comprising two sector gates (now inoperable), formerly protected the public siding.

The gates are a notable feature of the Melbourne-Williamstown railway, which is culturally significant as the first and oldest Government-built line in the state.

The gates are an integral part of the station complex, which has historical significance for its associations with nationally significant 19th century and early 20th century industries in the Williamstown railway corridor, and social significance for its role as an entrance to the Yarraville shopping centre.

The gates are the last remaining intact example in Victoria of multiple interlocked railway level crossing gates, protecting both main running lines and sidings. The disused siding gates recall the existence and importance of the public sidings which were once commonplace on the Williamstown railway line.

The intact Yarraville gates, commissioned during the first phase of the introduction of interlocked sector gates on the Victorian Railway system, are typical of the many wheel operated interlocked level crossing sector gates introduced throughout the State between the 1880s and the 1930s.

## 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.