

Statement of Recommendation from the Executive Director, Heritage Victoria

Clifton Hill Railway Station Complex, VHR H1668

1 Heidelberg Road, 14-18 John Street and 424 Hoddle Street,
Clifton Hill, Yarra City

Wurundjeri Country



Executive Director recommendation

I recommend to the Heritage Council of Victoria (**Heritage Council**) that the Clifton Hill Railway Station Complex, located at 1 Heidelberg Road, 14-18 John Street and 424 Hoddle Street, Clifton Hill in the Victorian Heritage Register (**VHR**) be amended. The category of registration is recommended to be Registered Place.

In accordance with section 62 of the *Heritage Act 2017* (**the Act**), I suggest that the Heritage Council determine:

- to include additional land in the VHR (section 49(1)(d)(i) and (ii) of the Act); and
- the proposed categories of works or activities which may be carried out in relation to the place for which a permit is under the Act not required, will not harm the cultural heritage significance of the place under section 49(3)(a) of the Act.



STEVEN AVERY

Executive Director, Heritage Victoria

Date of recommendation: 13 July 2026

The process from here

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

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

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

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

3. Heritage Council determination (sections 46, 46A 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, object or land in the VHR or amend a place, object or land 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 conduct a hearing in relation to the submission. The Heritage Council must conduct a hearing if a submission requests a hearing, and that submission is made by person or body with a real or substantial interest in the place, object or land.

If a hearing does take place, the Heritage Council must make a determination within 90 days after the completion of the hearing.

4. Obligations of owners of places, objects and land (sections 42, 42A, 42B, 42C, 42D and 43)

The owner of a place, object or land 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, object or land.

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

5. Further information

The relevant sections of the Act are provided at the end of this report.

Description

Clifton Hill Railway Station is situated at the junction of the Melbourne to Hurstbridge and Melbourne to Mernda railway lines, to the north of Victoria Park Station. Two railway lines continue beyond Clifton Hill, one northward to Mernda and the other north-east to Hurstbridge. Located south of the main intersection of Heidelberg Road and Hoddle Street, Clifton Hill Railway Station is located between Hoddle Street to the west and a residential precinct to the east. It comprises two buildings – a downside station building to the west of the railway line and facing Hoddle Street, and an upside station building (of later construction) to the east. At-grade car parking is located to the north and south of the upside station building, accessed via John Street to the east. The car parking is unpaved with gravel surfaces and vegetation along John Street.

The downside station is a single-storey Gothic Revival style building with a rectangular plan form. It is constructed of red brick with a bluestone plinth and hipped slate-clad roof. At the roof, decorative finials are located at the north and south ends of the ridgeline, each adjacent to red brick triple-stacked chimneys, with rendered bases and moulded capping. Shallow eaves are supported on brackets which alternate with unadorned rectangular mouldings.

The principal (west) elevation of the building is symmetrical with central projecting gabled porch with broad pointed arch head and flanking bays each containing two pairs of tall sash windows with shallow pointed arch heads and bluestone sills. A cement render band at impost level includes pointed arches above openings which emphasise the Gothic character of the principal elevation. The parapeted gable end of the central porch contains a circular motif with quatrefoil detail and a cast iron finial at the apex. A cast iron palisade fence, with bluestone stanchions and base, lines the west elevation.

A broad convex, corrugated metal-clad verandah runs the length of the platform (east) elevation of the building, supported on cast iron fluted columns with decorative capitals. Decorative metal latticework infill panels enclose each end of the verandah and a cast iron valance decorates the roof verge.

Internally, the building is planned around a central entrance foyer, with waiting room and bathrooms to the south and former ticket and station master's office to the north. The thoroughfare has red face brick walls and bluestone skirt with two ticket windows (covered with boarding) in the north wall, each with shallow pointed arch head and timber counter supported on brackets. A cement render band at impost level continues across the wall to form pointed arches above the openings. An arched opening to the south wall leads to the waiting room, containing timber floorboards and window frames with moulded panels under the sills. The ceilings of the entrance foyer are lined with beaded timber boards and with a deep cornice and ceiling rose to the waiting room.

Low, corrugated metal-clad, box-like structures are located at the north and south ends of the downside station containing a former Porters Store and yard (to the north) and former men's bathroom (to the south).

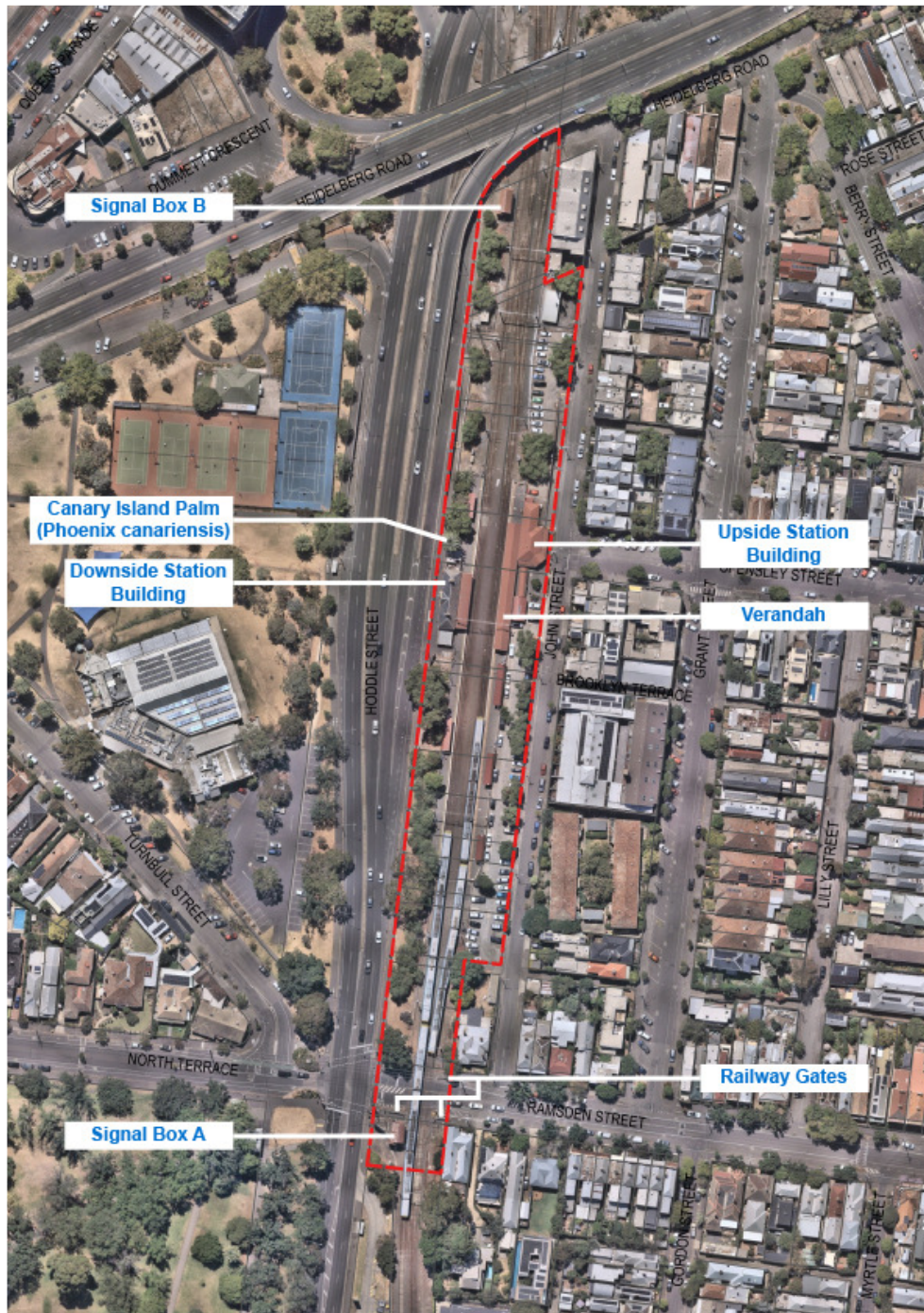
The upside platform comprises a long verandah structure with a later (1990) single-storey, red brick station building to the east containing customer service facilities. The corrugated metal-clad verandah is a long, broad gabled structure with timber framework, curved metal bracing and square supporting timber columns with simple moulded timber capitals. Tall, moulded timber finials with horizontal cross bracing, and vertical timber infill panels with decorative scalloped ends, decorate the verandah ends.

Later metal palisade fencing lines the downside platform to Hoddle Street and the upside platform along the carpark. A series of (later) cantilevered passenger shelters are installed on the up and downside platforms. Several metal lighting poles are evenly spaced across both platforms. A later concrete pedestrian underpass is located north of the station buildings. Ramped entrances with concrete retaining walls flank the downside platform and northern car park on the eastern side. Covered bicycle parking/storage structures (later) are located south of the upside station building and brick planter boxes (later) are located along John Street.

To the south of the station platforms, at the level crossing with Ramsden Street, three sets of timber railway gates mounted on cast-iron piers remain fixed in an open position (north-eastern gate and pier removed). Signal Box A remains at the south-western corner of Ramsden Street and the railway line. Signal Box B remains to the north of the station buildings, west of the railway line and south of the Heidelberg Road overpass. Both signal boxes are clad with weatherboard and have corrugated iron roofs and awnings. Windows to both signal boxes have been covered with timber boarding. A mature Canary Island Palm (*Phoenix canariensis*) remains to the immediate north of the downside station building.

Diagram of main elements

This diagram indicates the location of the main elements at Clifton Hill Railway Station.



Description images



2026, Clifton Hill downside station building, west elevation to Hoddle Street, Source: Heritage Victoria.



2026, Clifton Hill downside station building east (platform) elevation, Source: Heritage Victoria.



2026, Downside station building and corrugated metal-clad former men's bathrooms to south, Source: Heritage Victoria.



2026, Corrugated metal-clad yard and Porters Store to north of downside station building, mature Canary Island Palm (Phoenix canariensis) behind, Source: Heritage Victoria.



2026, Downside station building, former Porters Store and mature Canary Island Palm (Phoenix canariensis), Source: Heritage Victoria.



2026, Downsides station building foyer and covered ticket windows, Source: Heritage Victoria.



2026, Downsides station building waiting room, Source: Heritage Victoria.



2026, Freestanding upside platform verandah and station building behind (left), Source: Heritage Victoria.



2026, Upside station building and freestanding platform verandah, Source: Heritage Victoria



Northern extent of platforms, Source: Heritage Victoria.



2026, Upside station platform and freestanding verandah, looking south, Source: Heritage Victoria.



2026, Upside station building east (John Street) elevation, Source: Heritage Victoria.



2026, Entrance to pedestrian underpass from west (Hoddle Street), Source: Heritage Victoria.



2026, Railway corridor looking south to Ramsden Street with later shelters, Source: Heritage Victoria.



2026, Railway corridor looking north from Ramsden Street, Source: Heritage Victoria.



2026, Signal Box A north (Ramsden Street) elevation and timber railway gate, Source: Heritage Victoria.



2026, Signal Box A and timber stairs to the south, Source: Heritage Victoria.



2026, Timber railway gates mounted on cast-iron piers at Ramsden Street level crossing, Source: Heritage Victoria.



2026, At-grade car park south of upside station building, between John Street (left) and upside platform (right), Source: Heritage Victoria.



2026, Ramp to pedestrian underpass and at-grade car park north of upside station building, Source: Heritage Victoria.



2026, At-grade car park north of upside station, Source: Heritage Victoria.



2026, Signal Box B near Heidelberg Road overpass further north and west of railway corridor, Source: Heritage Victoria.



2026, Rail corridor below Heidelberg Road overpass, Source: Heritage Victoria.

History

Statement of Country

The Wurundjeri people have an unbroken connection to the land and waters around Clifton Hill from time immemorial. Wurundjeri Country includes the city of Melbourne (Narm) and an area extending north to the Great Dividing Range and beyond, west to the Werribee River, and east to Mount Baw Baw. It includes the Merri Merri (Merri Creek) which forms the eastern and northern boundary of Clifton Hill, flowing into the Birrarung (Yarra River) nearby.

The Yoorrook Justice Commission recorded how colonisation brought irreparable damage to First Peoples in Victoria with the introduction of diseases, massacres, dispossession from Country, confinement on missions and reserves, forced labour, separation of families and ongoing policies and practices that perpetuate systemic injustice (Yoorrook Justice Commission 2025).

The Wurundjeri continue to live, work, practise culture and manage land and waters around Clifton Hill.

Clifton Hill

Named after the Clifton area of Bristol, England, by auctioneer and estate agent John H Knipe in 1871, Clifton Hill was originally part of Collingwood and was the site of a large municipal bluestone quarry, with much of the surrounding land owned by the Crown. Land sales in what was to become Clifton Hill began in 1864 and, by the 1880s, noxious industries that had established from the 1850s in the area (including abattoirs and a manure depot) had closed and residential development increased. By the late 1880s, the brick homes, wide streets and parks, which included Darling Gardens and Mayors Park, distinguished Clifton Hill from the lower-lying Collingwood Flat. Transport improvements in the 1880s contributed to its appeal. The cable tram system, introduced in 1887, ran along Bourke Street in Melbourne, then Gertrude Street, Smith Street, and Queens Parade, Clifton Hill. This attracted white-collar residents to Clifton Hill, connecting the area directly with the busy Smith Street shopping precinct and to the city centre beyond. This new accessibility encouraged commercial development along Queens Parade, where a local shopping strip began to flourish (eMelbourne; Victorian Places; Collingwood Historical Society 2015).

Clifton Hill Railway Station

The 1880s marked a period of rapid railway growth throughout Victoria. Two Acts of Parliament that were passed in 1880 and 1884 authorised 23 and 66 new railway lines respectively, more than doubling Victoria's network to 2,903 miles (4,672 km) by 1892. Later dubbed the 'Octopus Acts' for the sprawling web of lines they created, the Acts stimulated substantial suburban development. The era was also marked by heavy political interference, with members of Parliament pushing for routes that benefited their electorates or personal land interests (Museum of Victoria).

From the 1870s, speculators and local politicians alike advocated to extend rail into Melbourne's growing northern suburbs, including a Richmond–Brunswick–Coburg line via North Fitzroy, connecting the inner northern suburbs in a loop-like configuration, that complemented the city's radial rail network. It was seen as a way to increase suburban growth, divert goods traffic and improve connections between suburbs. Approved as part of the 1884 'Octopus Act', the Inner Circle Line (Royal Park–Clifton Hill) opened in May 1888, running from Spencer Street Station via Royal Park to Clifton Hill, with a branch to Collingwood. A year later, the Whittlesea line opened, initially following the same path before heading north. These circuitous routes persisted until a direct City to Collingwood connection from Princes Bridge opened in October 1901, linking the Heidelberg line to the city. The Northcote Loop was opened on 5 December 1904, providing a more direct connection by running trains from Princes Bridge via Clifton Hill to the Whittlesea line (eMelbourne; GJM Heritage 2024:25; Somersault 2024: 41).

The Clifton Hill station building (now the downside station building) was constructed in 1888. A tender was let to contractors Parker and Vickers on 8 May 1888 for a brick station building at a cost of £1,871. (*The Age* 8 May 1888:5). The drawings for the building show the brick station building on a bluestone plinth and slate roof flanked by two smaller outbuildings. The main building comprised a central booking lobby with a ladies and general waiting room on one side and a booking and telegraph office and station master's room on the other. Smaller-scale structures on either side provided amenities, porter's room and a yard (VR Annual Report 1888:47; vicsig; DMS Drawing no XSB6897_08XH).

The opening of the direct line from Princes Bridge on 10 October 1901, and line duplication between Collingwood and Clifton Hill later that month, required an expansion of facilities at Clifton Hill. The major change was the provision of a second platform on the former goods siding (now the upside platform) and as a result Clifton Hill was closed for goods from

8 June 1901. Two signal boxes were constructed at Clifton Hill: Ramsden Street (Signal Box A) and Heidelberg Road (Signal Box B). Signal Box B, constructed by William Barry at a cost of £239, was brought into service with the line's extension to Princes Bridge on 21 October 1901 to operate the level crossing gates across Heidelberg Road. Signal Box A built by T. Wood for £216 controlled the level crossing gates at Ramsden Street.

In November 1905 the Victorian Railways advertised for tenders to construct a new verandah at Clifton Hill station on what is now the upside platform. The timber and metal verandah was subsequently built by contractor William Barry (*The Age* 25 November 1905:15; VPRS 17077/P0001, Contract No. 15106 - Clifton Hill Railway Line 4 Dec 1905; DMS 15106.CAL).

The level crossing gates across Heidelberg Road were replaced by a road overpass in 1957. Both Signal Box A and B were decommissioned in 1992, and retained on site, along with railway gates at Ramsden Street (Somersault 2024: 40-41; VR Annual Report 1901: 16; vicsig).

In December 1981, the upside station building burnt down, however the original verandah survived. In 1990, a new upside station building was constructed (DMS Drawing no 2108_89).

Selected bibliography

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Signalling Record Society of Victoria Inc., *Somersault* Vol 24 No 3, May 2024.

Vicsig, <https://vicsig.net/infrastructure/location/Clifton-Hill>, accessed online 7 April 2026.

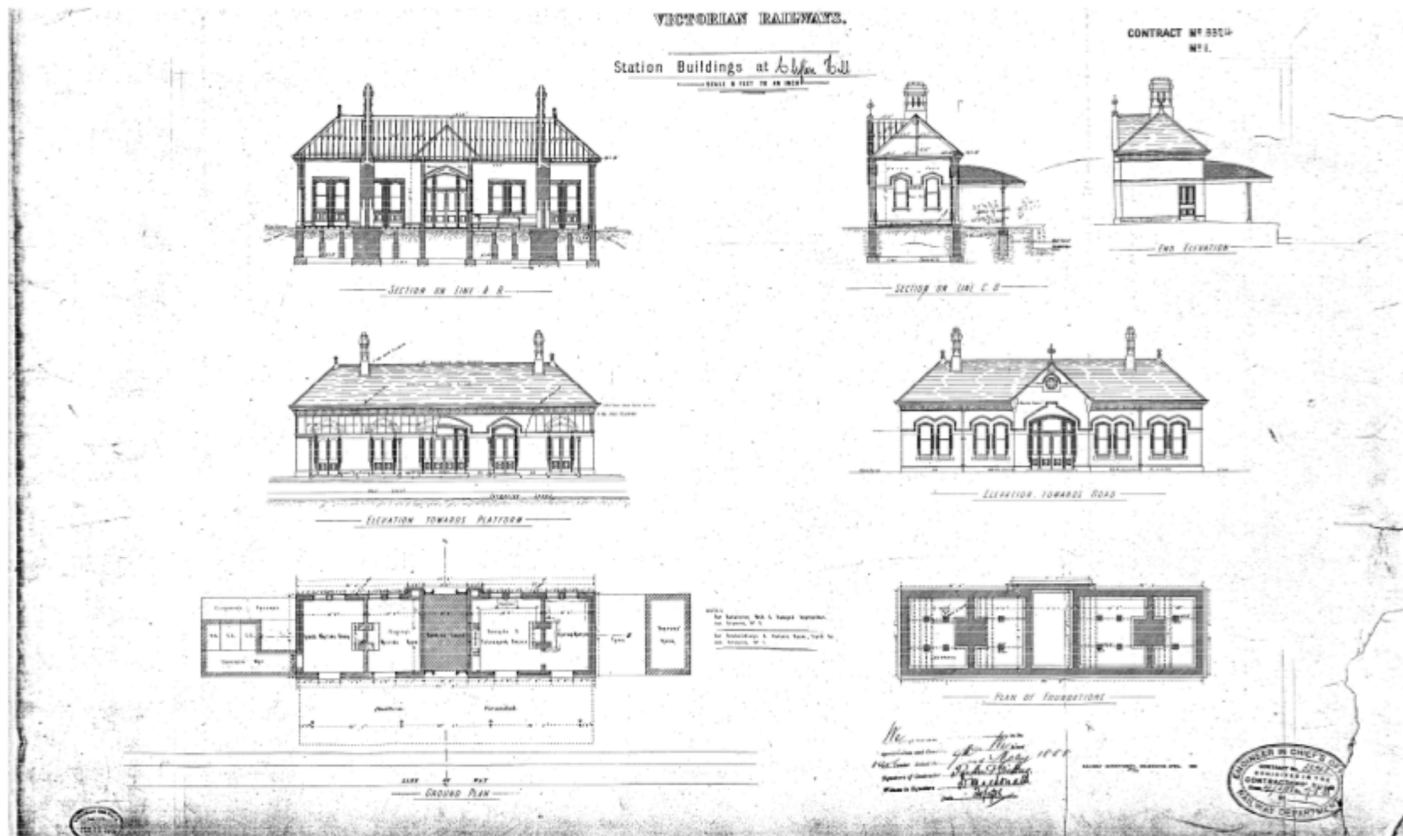
Victorian Places <https://www.victorianplaces.com.au/clifton-hill>, accessed online 7 April 2026.

Victorian Railways, Annual Reports of Victorian Railways Commissioners, 1888 www.victorianrailways.net, accessed 7 April 2026.

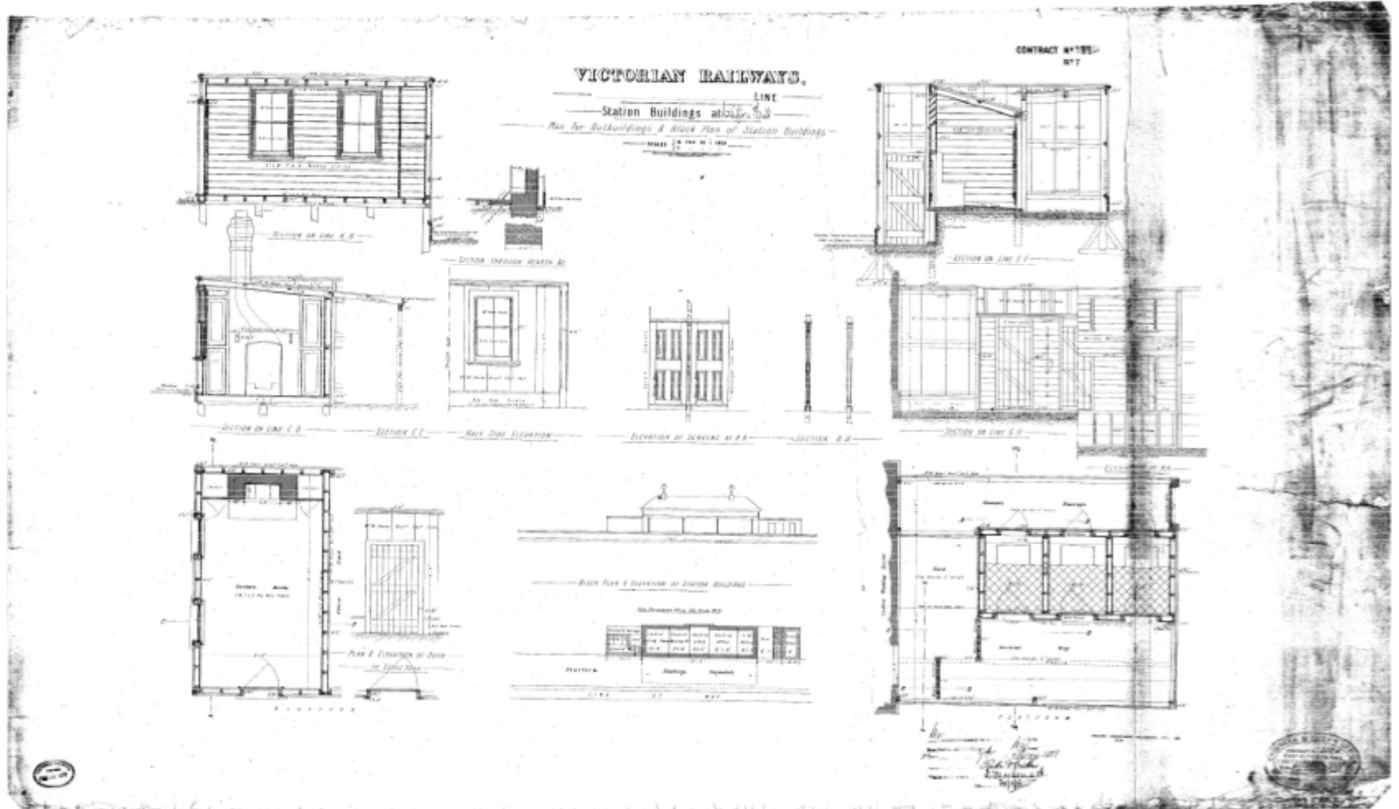
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Historical images

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1888, Victorian Railways, Station buildings at Clifton Hill, Source: DOT DMS.

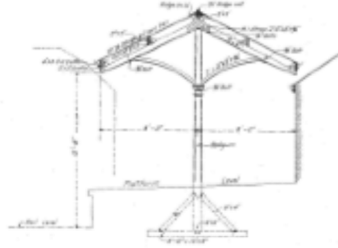
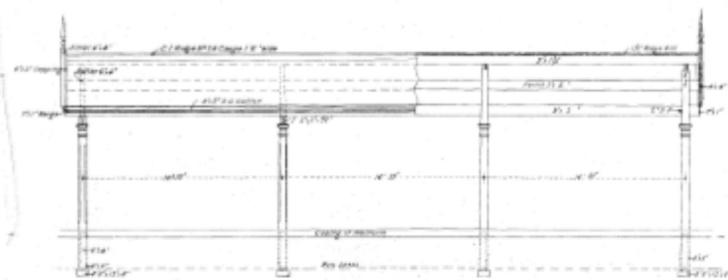
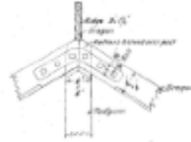
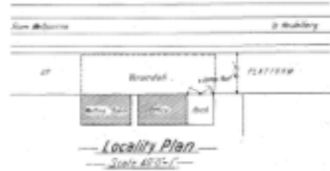


1888, Victorian Railways, Station buildings at Clifton Hill, Source: DOT DMS.

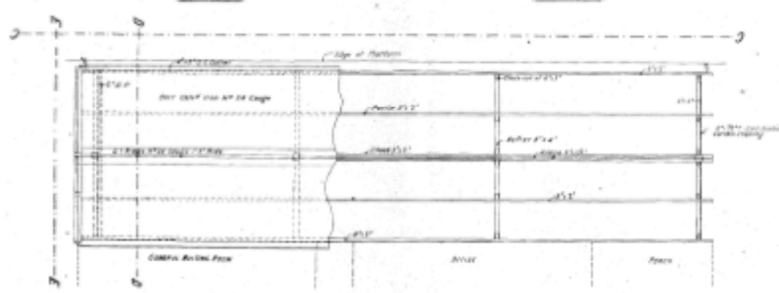
VICTORIAN RAILWAYS
— VERANDAH AT —
CLIFTON HILL STATION

CONTRACT N° 15106

R. 27/9/15



See page 10 of the Drawing referred to in this Specification and Conditions, page 10, for the Specification of the material to be used in the construction of the structure.



15106 VERANDAH AT CLIFTON HILL STATION

1915, Victorian Railways, Verandah at Clifton Hill Station, Source: DOT DMS.



Undated, Clifton Hill Station, Source: PROV VPRS 12800/P0001.



*1957, Clifton Hill B Signal Box during construction of the Heidelberg Road overpass, Source: Victorian Railways
<https://www.victorianrailways.net/photogallery/suburb/gal04/chillbbox.html>*



1967, Interlocked railway gates at Ramsden Street, Source: PROV VPRS 12800/P0001.

Further information

Registered Aboriginal Party information

The Clifton Hill Railway Station Complex is located on Wurundjeri Country.

Under the Aboriginal Heritage Act 2006, the Registered Aboriginal Party for this land is the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not in an area of Aboriginal cultural heritage sensitivity.

(29 April 2026)

Integrity

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

(5 May 2026)

Intactness

The intactness of the place is good.

(5 May 2026)

Condition

The condition of the Clifton Hill Railway Station Complex is good.

(5 May 2026)

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.

Amendment recommendation

State-level cultural heritage significance of the place

The cultural heritage significance of the Clifton Railway Station Complex was recognised when it was included in the Register of Government Buildings in 1988. Its State-level cultural heritage significance was confirmed in 1998 when it was transferred into the VHR.

The Clifton Hill Railway Station Complex is of historical and architectural (representative) significance to the State of Victoria.

Assessment of additional land and summary of significance

The Executive Director proposes to nominate additional land to this registration because it is his view that:

- The State-level cultural heritage significance of the place would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed.
- The additional land surrounds the place and is important to the protection or conservation of the place; or contributes to the understanding of the place.

The Executive Director notes that:

- The current extent is limited to the fabric of the building and structures, and is insufficient to protect, conserve and allow for a proper understanding of the place.
- The current extent:
 - does not include the land associated with – or surrounding – the railway buildings and structures on the site.
 - excludes the timber railway gates and Signal Box A to the south of Ramsden Street, which forms part of the historic complex.
- The land proposed for inclusion is both currently, and has been, used in conjunction with the place since 1888 which is almost 140 years.

The Executive Director is of the view that:

- If any of the additional land proposed for inclusion in the registration were developed, depending upon the nature of the proposal, there is potential for the development to impact upon the place and substantially reduce its State-level cultural heritage significance.
- The proposed inclusion of land associated with the place will provide clarity on the approvals process for works within the place.
- The proposed inclusion of the timber railway gates and Signal Box A to the south of Ramsden Street will ensure all fabric that relates to the State-level values of the place are appropriately captured and considered in any process to manage change.

Change of name

- Not applicable.

Statutory requirements under section 40

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

The Executive Director recommends that the registration of the Clifton Hill Railway Station Complex in the VHR is amended.

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

Number: VHR H1668

Category: Registered Place.

Name: Clifton Hill Railway Station Complex

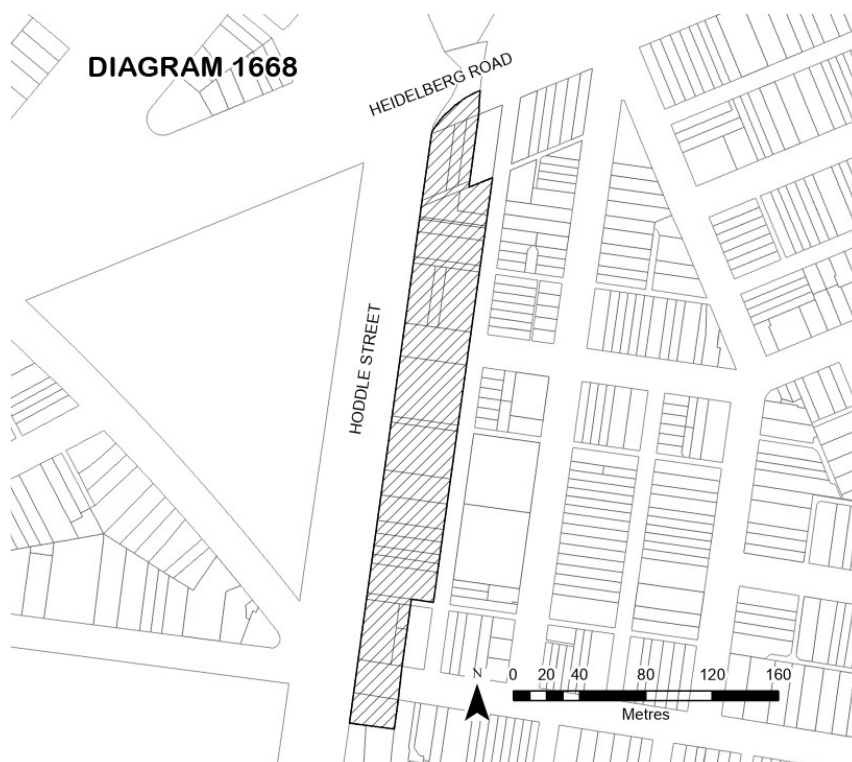
Location: Heidelberg Road, 14-18 John Street and 424 Hoddle Street, Clifton Hill

Municipality: Yarra

Proposed extent of registration

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

All of the place shown hatched on Diagram 1668 encompassing all of Lot 1 on Title Plan 689095, Lot 1 on Title Plan 702472, Lot 1 on Title Plan 690063, Lot 1 on title Plan 841553, Lots 1 and 2 on Title Plan 704862, Lot 1 on Title Plan 702664, Lot 1 Title Plan 689684, Lot 1 on Title Plan 704865, Lot 1 on Title Plan 841553, Lot 1 on Title Plan 707662, Lot 1 on Title Plan 910390, Lot 1 on Title Plan 701206, Crown Allotment 2004 at Clifton Hill, Parish of Jika Jika, Lot 1 on Title Plan 757097, Lot 1 on Title Plan 941895, Lot 1 on Title Plan 702583, Lot 1 on Title Plan 701193, Lot 1 on Title Plan 702519, Lot 1 on Title Plan 702679, Lot 1 on Title Plan 702658, Lot 1 and 2 on Title Plan 705477, Lot 1 on Title Plan 702551, Lot 1 on Title Plan 941895, Lot 1 on Title Plan 702499, Lots 1 and 2 on Title Plan 757874, and Crown Allotment 2010 at Clifton Hill, Parish of Jika Jika and part of Crown Allotment 2002 at Clifton Hill, Parish of Jika Jika and Lot 4 on Plan of Subdivision 211059.



Non-statutory information about the proposed extent of registration

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 proposed extent of registration

The recommended extent of registration comprises all elements and features of State-level cultural heritage significance, including the downside station building and corrugated iron components to the north and south, up and down-side platforms, platform canopies/verandahs, railway tracks, mature Canary Island palm (*Phoenix canariensis*), timber railway gates with cast-iron piers, Signal Box A south of Ramsden Street and Signal Box B to the north of the station buildings.

The recommended extent of the registration is the same as the nominated extent of registration.

It should be noted that everything included in the proposed extent of registration including all of the land, all soft and hard landscape features, plantings, and all buildings (exteriors, interiors and fixtures) are 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.

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

Statement of significance

The Clifton Hill Railway Station Complex is located on Wurundjeri Country.

What is significant?

The Clifton Hill Railway Station Complex constructed in stages from 1888 to 1905. The complex comprises a downside station building (1888), freestanding timber and cast-iron verandah on the upside platform (1905); two timber-framed gabled roofed signal boxes (1901), three interlocking railway gates at Ramsden Street and a Canary Island palm (*Phoenix canariensis*) on the down-side platform.

How is it significant?

The Clifton Hill Railway Station Complex is of historic 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 D

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

Why is it significant?

The Clifton Hill Railway Station Complex is historically significant for its collection of buildings and structures which contribute to the understanding of the development of Victoria's railway network from the 1880s into the early twentieth century. The 1888 downside station building is important for its association with the 1880s expansion of the metropolitan rail network, in particular with the development of the Inner Circle railway line. The signal boxes, railway gates and the freestanding verandah are important for their association with the early 1900s expansion of the railway complex with the opening of the Princes Bridge extension. The complex provides important evidence of the infrastructure of late-nineteenth and early-twentieth century train travel. [Criterion A]

The Clifton Hill Railway Station Complex is significant as a notable example of a late nineteenth to early twentieth century railway station complex. It retains a number of the principal characteristics of a railway station complex from this period, including the highly intact 1888 downside station building in the Gothic Revival style employed by the Victorian Railways at the time, as well as the following structures and features:

- The corrugated iron-clad structures to either side of the downside station building containing toilets and porter's room and yard (some of the last remaining examples of these structures on the rail network).
 - The cast iron palisade fence, with bluestone stanchions and base, to the west of the downside station building.
 - The freestanding timber and cast-iron verandah on the upside platform (one of the last remaining of this type on the rail network).
 - The three interlocking timber railway gates and cast-iron piers at the Ramsden Street level crossing.
 - Timber signal boxes A and B to the south and north (respectively) of the downside station platform.
 - Mature Canary Island palm (*Phoenix canariensis*) to the immediate north of the downside station building.
- [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 in a manner which respects its cultural heritage significance.

Permit Exemptions

General Permit Exemptions

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

Subdivision/consolidation: Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director as a determining referral authority, a permit is not required.

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 Permit Exemptions

The works and activities listed below under the heading 'Exempt works and activities' are not considered to cause harm to the cultural heritage significance of the Clifton Hill Railway Station Complex. These are subject to the following guidelines and conditions:

Guidelines for specific permit exemptions

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.

General conditions for specific permit exemptions

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 Aboriginal Heritage Council (as defined in the *Aboriginal Heritage Act 2006*).

Exempt works and activities

Railway Corridor

1. Removal of overhead power lines, power poles and gantries.
2. Except for historic signalling infrastructure associated with 'Signal Box A' and 'Signal Box B', removal of signalling equipment, emergency telephones, communications cupboards, train detection and wayside devices and make-good.
3. Installation of new below-ground drainage and combined services routes within the rail corridor, ensuring no new penetrations into the downside station buildings or the up or downside platforms (including substructure).
4. Installation of new rail-related infrastructure less than 2x2x2m at ground-level to the north and south of the platforms and south of the Ramsden Street level crossing providing it is not located within 3m of the platforms or within 5m of 'Signal Box A' and 'Signal Box B'.

Railway Station Buildings and Platforms

5. Removal, replacement or installation of tactiles to facilitate universal access and rail corridor safety.
6. Painting of safety line-markings on platform surfaces.
7. All internal works relating to the 1990 upside station building.
8. Demolition of the 1990 upside station building and canopy above retail concession and bicycle parking to the south and west of the upside platform, providing the historic upside platform canopy is not impacted.
9. Maintenance, repair or removal of curved passenger platform shelters.
10. Maintenance, repair or removal of all fencing, excluding the palisade iron and bluestone fencing to Hoddle Street on the western side of the downside station building.
11. All works to the existing pedestrian underpass providing no new canopies or other structure is introduced to the underpass entrances.

Railway Reserve

12. Removal or management of all vegetation to the east and west of the railway corridor, excluding the mature Canary Island Palm (*Phoenix canariensis*) immediately north of the downside station building.
13. Establishment of all new plantings to the east and west of the railway line.

At-grade car parking

14. All resurfacing or regrading works to the at-grade car parking to the north and south of the downside station building.
15. Removal or installation of directional or safety signage for car parks.

Appendix 1: Important information for owners and interested parties

Heritage Council determination (section 49)

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 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](#). The owner can also make a submission about proposed permit exemptions (Section 40(4)(d)).

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.

Conduct of hearings by Heritage Council in relation to a recommendation (section 46A)

(1) The Heritage Council may conduct a hearing in relation to a recommendation under section 37, 38 or 39 in any circumstances that the Heritage Council considers appropriate.

(2) The Heritage Council must conduct a hearing if—

- (a) a submission made to it under section 44 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, object or land that is the subject of the submission.

Determinations of the Heritage Council (section 49)

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

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

(ab) in the case of a place, determine that—

- (i) part of the place is of State-level cultural heritage significance and is to be included in the Heritage Register; and
- (ii) part of the place is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or

(ac) in the case of an object, determine that—

- (i) part of the object is of State-level cultural heritage significance and is to be included in the Heritage Register; and
- (ii) part of the object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or

- (b) determine that 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 or part of the place is not to be included in the Heritage Register but—
 - (i) refer the recommendation and any submissions to the relevant planning authority or the Minister administering the Planning and Environment Act 1987 to consider the inclusion of the place or part of the place in a planning scheme in accordance with the objectives set out in section 4(1)(d) of that Act; 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 part of the place; or
 - (ca) in the case of a recommendation in respect of an object nominated under section 27A, determine that the object, or part of the object, is to be included in the Heritage Register if it 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; or
 - (d) in the case of a recommendation in respect of additional land nominated under section 27B, determine that the additional land, or any part of the additional land, is to be included in the Heritage Register if—
 - (i) the State-level cultural heritage significance of the place, or part of the place, would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed; or
 - (ii) the additional land or any part of the additional land surrounding the place, or part of the place, is important to the protection or conservation of the place or contributes to the understanding of the place.
- (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, within 90 days after the completion of the hearing.
- (3) A determination made under subsection (1)(a), (ab), (ac), (ca) or (d)—
- (a) may include categories of works or activities which may be carried out in relation to a place, object or land, or part of a place, object or land, 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, object or land; and
 - (b) must include a statement of the reasons for the making of the determination.
- (4) If the Heritage Council determines to include a place, or part of a place, in the Heritage Register, the Heritage Council may also determine to include land that is not the subject of a nomination under section 27B in the Heritage Register as part of the place if—
- (a) the land is ancillary to the place; and
 - (b) the person who owns the place, or part of the place—
 - (i) is the owner of the land; and
 - (ii) consents to its inclusion.
- (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 (section 42, 42A, 42B, 42C, 42D)

42 Obligations of owners—to advise of works, permits etc. on foot when statement of recommendation given

- (1) The owner of a place, object or land 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, object or land at the time the statement is given; and
- (b) if the place, object or land is a place or additional land, any application for a planning permit or a building permit, or any application for an amendment to a planning permit or a building permit, that has been made in relation to the place or additional land 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, object or land 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.

42A Obligations of owners before determination or inclusion in the Heritage Register—to advise of permits

(1) This section applies if—

- (a) an owner of any of the following is given a statement of recommendation—
 - (i) a place or object nominated under section 27;
 - (ii) an object nominated under section 27A;
 - (iii) land nominated under section 27B; and
- (b) any of the following occurs within the statement of recommendation period in relation to the place, object or land—
 - (i) the making of an application for a planning permit or a building permit;
 - (ii) the making of an application for an amendment to a planning permit or a building permit;
 - (iii) the grant of a planning permit or building permit;
 - (iv) the grant of an amendment to a planning permit or building permit.

(2) The owner must advise the Executive Director in writing of—

- (a) the making of an application referred to in subsection (1)(b)(i) or (ii), within 10 days of the making of the application; or
- (b) a grant referred to in subsection (1)(b)(iii) or (iv), within 10 days of the owner becoming aware of the grant.

42B Obligations of owners before determination or inclusion in the Heritage Register—to advise of activities

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period it is proposed that activities that could harm the place, object or land be carried out.

(2) The owner, not less than 10 days before carrying out the activities, must advise the Executive Director in writing of the proposal to do so.

42C Obligations of owners before determination or inclusion in the Heritage Register—to advise of proposal to dispose

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period a proposal is made to dispose of the whole or any part of the place, object or land.

(2) The owner, within 10 days after entering into an agreement, arrangement or understanding for the disposal of the whole or any part of the place, object or land, must advise the Executive Director in writing of the proposal to do so.

42D Obligations of owners before determination or inclusion in the Heritage Register—requirement to give statement to purchaser

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) the owner proposes to dispose of the whole or any part of the place, object or land within the statement of recommendation period.

(2) Before entering into an agreement, arrangement or understanding to dispose of the whole or any part of the place, object or land during the statement of recommendation period, the owner must give a copy of the statement of recommendation to the person who, under the proposed agreement, arrangement or understanding, is to acquire the place, object or land or part of the place, object or land.

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

An owner of a place, object or land who is subject to an obligation under section 42, 42A, 42B, 42C or 42D must comply with that obligation.

Penalty: In the case of a natural person, 120 penalty units;
 In the case of a body corporate, 240 penalty units.

Appendix 2: Existing registration details

Existing extent of registration

Amendment of Register of Government Buildings

Collingwood City

Railway Station Complex, Clifton Hill.

[Victoria Government Gazette No. G39 12 October 1988 p3088]

Transferred to the Victorian Heritage Register 23 May 1998 (2 years after the proclamation of the *Heritage Act 1995* pursuant to the transitional provisions of the Act)

Existing extent diagram

This registration was gazetted in 1988 without an extent diagram.

Existing statement of significance

What is significant?

The Clifton Hill Railway Station Complex was constructed between 1887 and 1901 in the late-Victorian Gothic style. The main (downside) building was designed by the architecture branch of the Victorian Railways Department and built by the contractors Parkers and Vickers. It was constructed of load-bearing brick on a blue stone base, with a slate roof. Other features of the complex include two timber-framed gabled roofed signal boxes (built in 1888 and 1901), situated either side of the downside platform, and the original swinging railway gates (now not in use).

How is it significant?

The Clifton Hill Railway Station Complex is of architectural, historical significance to the State of Victoria

Why is it significant?

The Clifton Hill Railway Station Complex is of architectural significance as a largely intact example of the Maldon style of suburban railway station design, one of the two dominant styles of station building in Melbourne during the 1880s. Significant parts of the original complex remain intact, including its Gothic pointed rendered windows and arches over the doors, clustered chimney stacks and cast iron roof-top finial. The corrugated iron extensions to either side of the station building are intact and appear to only exist at Clifton Hill, although they were once common to many of the stations on the network. They contain toilets and porter's yard and room. Parts of the waiting room are intact, and the station's verandahs, double doors and cast iron railing at the roadside entrance are important original features. Together with the original swinging gates, signal boxes and mature Canary Island palm, the station building represents a substantially complete late 19th century urban railway complex.

The Clifton Hill Railway Station Complex is of historical significance for its association with the late-19th century "land boom" expansion of railways in Victoria, in particular the Inner and Outer circle lines of metropolitan Melbourne. The complex provides important evidence of the infrastructure of late-19th and early-20th century train travel and of the train traveller's experience.

Existing permit policy and permit exemptions

Nil