

Heritage Council Determination

Determination date	1 October 2026
Place/Object name	Clifton Hill Railway Station Complex
Location	1 Heidelberg Road, 14-18 John Street and 424 Hoddle Street, Clifton Hill, Yarra City, Wurundjeri Country
VHR number	H1668
Category	Registered Place
Relevant legislative provision/s	Amendment to the Heritage Register, pursuant to section 62 of the <i>Heritage Act 2017</i>

Determination of the Heritage Council

The Heritage Council of Victoria determined on **1 October 2026**, in accordance with Part 3 and Part 5 of the *Heritage Act 2017* ('the Act'), that the above Place is to be amended in the Heritage Register.

The Heritage Council determined to make the following amendments to the Heritage Register:

- including additional land in the Heritage Register being all of the place shown hatched on Diagram 1668 in accordance with section 49(1)(d)(i) and (ii) of the Act.
 - determining categories of works or activities which may be carried out in relation to the place for which a permit is not required in accordance with section 49(3)(a) of the Act.
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Executive Director's Recommendation ('the Recommendation')

The cultural heritage significance of the Clifton Railway Station Complex, located at 1 Heidelberg Road, 14-18 John Street and 424 Hoddle Street, Clifton Hill, Yarra City, Wurundjeri Country ('the Place') 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 Heritage Register.

On **13 July 2026** the Executive Director made a recommendation to the Heritage Council ('the Recommendation') that the existing registration for the Place should be amended.

The Recommendation was advertised publicly for a period of 60 days, beginning on **17 July 2026**.

Section 44 submissions

No submissions were received during the 60-day public advertisement period.

The Place

Description

Taken verbatim from page 3 from the Executive Director's Recommendation:

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 valence 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.*

Reasons for the amendment application

Additional land

The Executive Director recommended that the Heritage Council amend the Place having formed the 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 [s.40(3A)(c)(i)].
- 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 [s.40(3A)(c)(ii)].

The Executive Director noted 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 expressed 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.

Heritage Council's findings

The Heritage Council's statutory remit is confined to the Act. When a place or object is included in the Heritage Register, the description, history, Statement of Significance and permit policy do not form components of the Heritage Register.

The Heritage Council notes that the Executive Director may make non-statutory amendments as set out in the Recommendation. The Heritage Council's decision in relation to the place is confined to the extent of registration and permit exemptions.

The findings of the Heritage Council generally accord with the Recommendation.

Extent of Registration

The extent of registration is provided as **Attachment 1** and includes 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.

Permit exemptions

The Heritage Council determined specific permit exemptions that would not harm the cultural heritage significance of the place. The Heritage Council formed the view that any peppercorn trees within the registered extent of the Place may contribute to its cultural heritage significance, and determined to amend specific exemption 12 accordingly.

The permit exemptions are provided as **Attachment 2** to this determination.

Conclusion

The Heritage Council determined, pursuant to Part 3 and Part 5 of the *Heritage Act 2017*, that the registration for the Clifton Hill Railway Station Complex is amended in the Heritage Register.



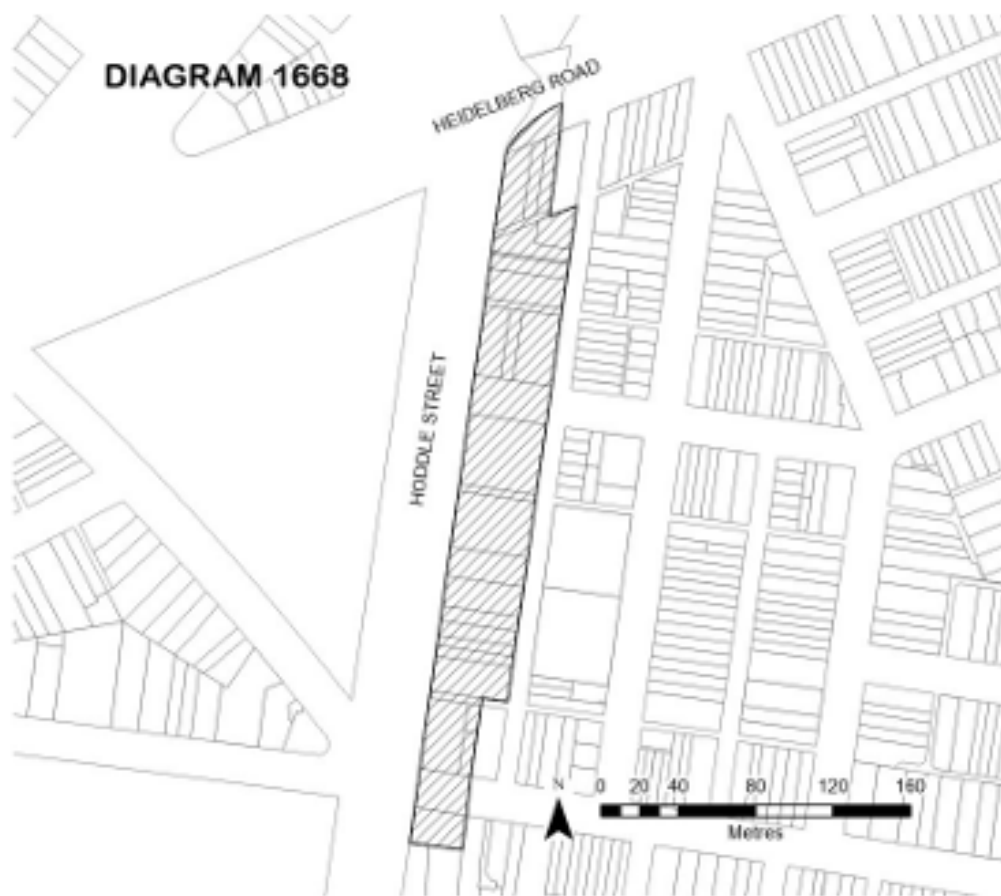
Professor Philip Goad
Chair, Heritage Council of Victoria

Attachment 1

Extent of Registration

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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.



Attachment 2

Categories of works or activities which may be undertaken without a permit (permit exemptions)

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.

Places of worship: In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must notify the Executive Director before you start the works or activities at least 20 business days before the works or activities are to commence.

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 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 makegood.
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 date palm (*Phoenix canariensis*) immediately north of the downside station building, and also excluding any peppercorn trees (*Schinus molle*).
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.