

## MALDON RAILWAY STATION COMPLEX



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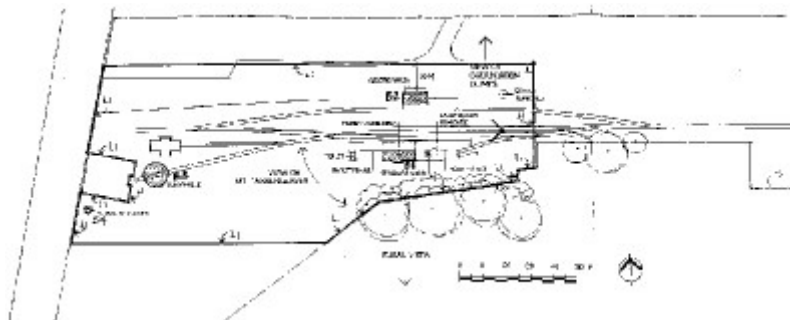
1 maldon railway station complex hornsby street maldon front view



maldon railway station complex hornsby street maldon platform view



maldon railway station complex hornsby street maldon side view



maldon railway station plan

### Location

13 HORNSBY STREET MALDON, MOUNT ALEXANDER SHIRE

### Municipality

MOUNT ALEXANDER SHIRE

### Level of significance

Registered

## **Victorian Heritage Register (VHR) Number**

H1573

## **Heritage Overlay Numbers**

HO182

## **VHR Registration**

August 20, 1982

## **Amendment to Registration**

August 17, 2000

## **Heritage Listing**

Victorian Heritage Register

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## **Statement of Significance**

Last updated on - May 3, 2000

What is significant?

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

How is it significant?

Maldon Railway Station Complex is historically and architecturally significant to the State of Victoria.

Why is it significant?

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

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

It is also architecturally significant as an important example of the 'Maldon' style of station buildings. The design represented a movement away from the classical idiom, and in this respect was similar to the 'Casterton' style, featuring Gothic window forms and clustered chimney stacks. Maldon Railway Station is unique as the only member of the group to be built outside the metropolitan area. The two-door goods shed, built by IT Summerland in 1884, enhances the character of the Station Complex setting, and the water tower is of significance as an important reminder of the former steam railway era.

## **Permit Exemptions**

## General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (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 Heritage Act 2017.

**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 of Heritage Victoria 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 of Heritage Victoria 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:

### General Conditions

1. All alterations are to be planned and carried out in a manner that prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of alterations that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such alteration shall cease and the Executive Director shall be notified as soon as possible.
3. If there is a conservation policy and plan approved by the Executive Director, all works shall be in accordance with it.
4. Nothing in this declaration prevents the Executive Director from amending or rescinding all or any of the permit exemptions.
5. Nothing in this declaration exempts the owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authority where applicable.

\* All basic refurbishment works including repairs to buildings and structures, where works are documented and administered by a recognised conservation consultant.

\* Installation of perimeter fencing.

\* Modification and replacement of tracks to the extent of the rails, sleepers and ballast.

\* Installation of new landscaping features but excluding earthworks where more than 1m<sup>3</sup> of ground is to be altered.

### Station Buildings

#### Exterior

\* Replacement of decayed fabric with fabric that matches the original design and profile.

\* Installation of new but not removal of existing original significant signage.

\* Installation of temporary protective hoardings, screens and the like for the protection against intrusion of vandals and the like provided that no damage is sustained to significant fabric.

\* Installation of new damp proofing and making good to match existing, adjacent surfaces.

#### Interior

\* Interior painting but not stripping of existing paint scheme.

- \* Installation of new but not removal of existing original significant carpets/flexible floor coverings.
- \* Installation of new but not removal of existing original significant fixtures and fittings, including clocks, soft furnishings including curtain tracks, rods, blinds and other window dressings, and the like.
- \* Installation of new but not the removal of existing original significant signage.
- \* Installation of new partitions provided that no damage is sustained to significant fabric.
- \* Replacement of non-original kitchen and toilet fixtures provided that no damage is sustained to significant fabric.
- \* Installation of insulation to ceiling spaces.
- \* Installation of hooks, nails and other devices for the hanging of paintings, mirrors and other wall mounted works of art.

Construction dates	1888,
Architect/Designer	Watson, Robert,
Heritage Act Categories	Registered place,
Hermes Number	674
Property Number	

## History

Maldon Railway Station Complex is historically significant as an important reminder of the former status of Maldon as a prominent mining centre. The station served an important role in supporting the gold mining industry and the economic development of the district in general. It is also an important and intact example of station building design that arose from the 'Octopus Act' of 1884. Richard Speight was one of three commissioners appointed to oversee a massive program of railway capital works, which resulted in the construction of fifty-one country railway stations and eight suburban lines. These were characterised by substantial brick buildings constructed at important towns, richly decorated timber buildings in less important locations, along with many lesser temporary timber railway structures. Richard Speight and Duncan Gillies, the Minister for Railways and Roads, were widely criticised for their mismanagement of the railway construction program, which resulted in huge deficits for the Government. (Harrigan, 1962) (Beeston, 1995)

## Extent of Registration

1. All of the buildings known as the Maldon Railway Station Complex, including the station building and associated platforms, signals, levers and fences (B1), goods shed (B2), turntable (B3), water tower (B4), as marked on plan 602056 held by the Executive Director.
2. All of the land surrounding the station buildings marked L1 on plan 602056 held by the Executive Director, being part of Crown Land under occupation of an Order-in-Council Railway.

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

*For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>*