

# MALMSBURY RAILWAY STATION



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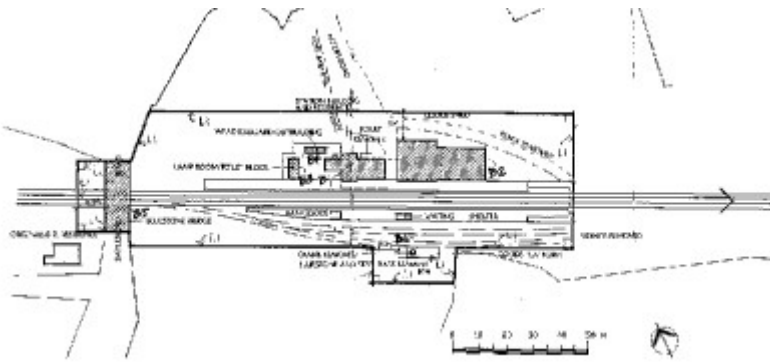
Malmsbury Station Building South



malmsbury railway station malmsbury daylesford road side view apr1995



malmsbury railway station malmsbury daylesford bridge apr1995



malmesbury railway station plan

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## Location

MALMSBURY-DAYLESFORD ROAD MALMSBURY, MACEDON RANGES SHIRE

## Municipality

MACEDON RANGES SHIRE

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1574

## Heritage Overlay Numbers

HO191

## VHR Registration

August 20, 1982

## Amendment to Registration

July 20, 2000

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - May 2, 2000

What is significant?

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

How is it significant?

The Malmsbury Railway Station is historically and architecturally significant to the State of Victoria.

Why is it significant?

Malmsbury Railway Station is historically significant as one of the earliest stations built in Victoria, constructed in 1862 on the Echuca-Bendigo line. Built during the period of the 'main trunk lines', c.1857 - c.1869, these were the formative years of railway development in Victoria.

Malmsbury Railway Station is architecturally significant as a very important example of its group, the 'Carlsruhe' style. This style was a direct derivation of the 'English' style, a type of railway station design typical in England during the 1840s and 1850s, which was based on classical planning principles and details. The station is consequently a key contributor to the character of the Bendigo-Echuca line, and the goods shed enhances the site, particularly due to its large scale. The station complex is a substantially intact example of the architecture of the 'main trunk' lines, and is visually linked with the Malmsbury viaduct, 500m up side of the station.

## 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 new 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.

## Theme

### 3. Connecting Victorians by transport and communications

Construction dates            1862,

Heritage Act Categories    Registered place,

Hermes Number                677

Property Number

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## History

Malmsbury Railway Station is historically significant being one of the earliest stations built in Victoria, constructed in 1862 on the Echuca-Bendigo line. Built during the period of the 'main trunk lines', c.1857 - c.1869, these were the formative years of railway development in Victoria. This period of construction was characterised by lavish expenditure on railway structures, designed in accordance with the British standards of the time (Harrigan, 1962). The intact quality of the station represents an important reminder of the major engineering works undertaken at the time. (Beeston, 1995)

## **Extent of Registration**

1. All of the buildings known as the Malmsbury Railway Station, including the station building and associated platform (B1), the goods shed (B2), the lamp room/toilet block (B3). The timber weatherboard outbuilding (B4), the bluestone crane base (B5), and the Daylesford Road Bridge (B6), as marked on plan 860296 held by the Executive Director.

2. All of the land surrounding the buildings, marked L1 on plan 860296 held by the Executive Director, being part of Crown Land vested in Victorian Rail Track.

*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/>*