

FLINDERS STREET RAILWAY STATION COMPLEX



FLINDERS STREET RAILWAY STATION COMPLEX SOHE 2008



1 flinders street railway station complex flinders street melbourne front view feb1985



flinders street railway station complex flinders street melbourne entrance foyer



flinders street railway station complex flinders street melbourne interior along st kilda road



flinders street railway station complex flinders street melbourne platform view 1998



flinders street railway station complex flinders street melbourne pressed metal ceiling



flinders street railway station complex flinders street melbourne side view



flinders street railway station complex flinders street melbourne tower view



Flinder Street 1910.JPG



image004.jpg



image005.jpg



image008.jpg



image009.jpg



image012.jpg



image013.jpg



image016.jpg



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image020.jpg



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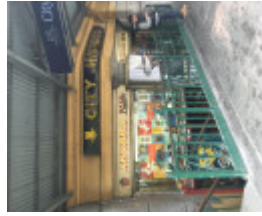
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FLINDERS STREET RAILWAY STATION COMPLEX October 2016



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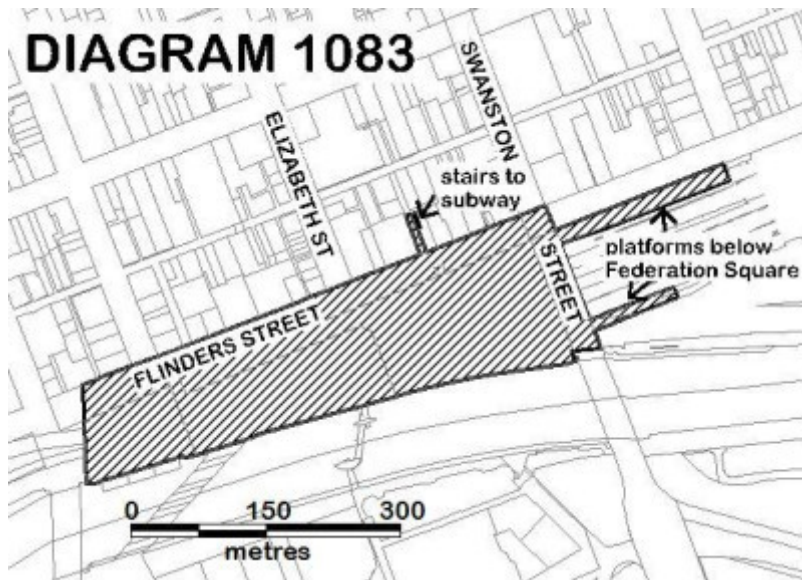


diagram 1083.JPG



Annotated Diagram of Flinders Street Station Complex

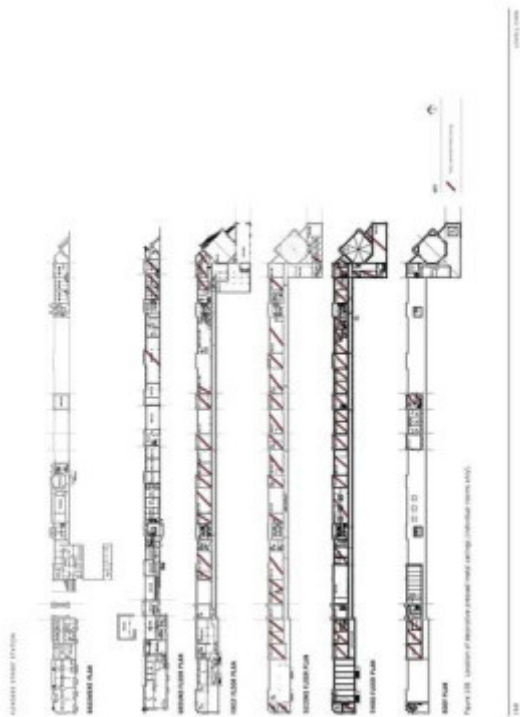


Figure 108 from CMP - Location of Individual Rooms with Pressed Metal Ceilings

Location

207-361 FLINDERS STREET MELBOURNE, MELBOURNE CITY

Municipality

MELBOURNE CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1083

Heritage Overlay Numbers

HO649

VHR Registration

August 20, 1982

Amendment to Registration

July 9, 2015

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - June 30, 2015

What is significant?

History Summary

The Flinders Street Railway Station Complex occupies a site that has been one of the central points of Melbourne's rail system since the 1850s. The first train line at Flinders Street was constructed in 1854 and further lines and platforms were installed and rearranged both before and after construction of the main station building. It was the town terminus for the Melbourne & Hobson's Bay Railway Co, which in 1854 was the first steam locomotive hauled passenger railway operation in Australia. Later, private company operations from adjacent Princes Bridge Station were linked up under Swanston Street to Flinders Street Station by the expanded Melbourne & Hobson's Bay United Railway Co. in 1865. This company and its assets were taken over by the Victorian Railways in 1878. In 1891 the Victorian Railways connected Flinders Street to its existing major station at Spencer Street with a viaduct.

By the 1880s the original buildings at Flinders Street were considered inadequate and a competition was held for redesign of the station. The competition was won by James Fawcett and HPC Ashworth of the Railways Department. Demolition of the original station and other buildings on the site commenced in 1900. The foundations were begun in 1902 and Peter Rodger commenced construction in 1905. He was dismissed in 1908 and the work was taken over by the Railways Department using day labour. The station was completed in 1910.

The imposing design of the Edwardian baroque style station building reflects the importance of the new Station to the city. The three-storey station building designed originally was intended to accommodate passenger, administration and staff facilities. Changes made during construction added a basement and a third floor containing facilities for the Victorian Railway Institute.

The Elizabeth Street and the Central/Degraves Street subways ran under the Station with stairs from the platforms to the Central/Degraves Subway and ramps from the platforms to the Elizabeth St Subway. The subways were constructed at the same time as the Station to protect passengers changing platforms from the smoke and steam of steam trains, while Campbell Arcade (between the Central / Degraves Street subway and Degraves Street) opened in 1955.

The Parcels Yard and Dock (formerly known as the Milk Dock), was established as the Station's main loading point and road connection. At the eastern end there is an entrance ramp from Flinders Street, and loading bay adjacent to the west facade of the main Station building (the original parcels yard) and, further west, a siding (dock platform), located to the rear (north) of platform 1 and adjacent to the vaults.

The Banana Alley Vaults are located underneath the railway viaduct linking Flinders Street Railway Station to Spencer Street Railway Station. The viaduct between Flinders Street Railway Station and Spencer Street Railway Station was constructed in two stages between 1888 and 1915. The Banana Alley Vaults underneath the viaduct were constructed by the Railways Department in 1892 as commercial properties benefiting from their close proximity to the two railway stations and Queens Wharf, which remained in operation until 1927. The vaults also provided the Department with potential rental income from an otherwise unusable space beneath the viaduct.

Despite community opposition, extensive changes were made to the Booking Hall and Swanston Street concourse area from 1983 to 1999. The major change was the staged removal of all the ramps to the platforms from the Swanston Street concourse, including the stone entrances to these ramps as well as the installation of escalators and lifts to the platforms and the creation of Clocks Bistro. A major refurbishment of the centre of the concourse included demolition of original toilets and newspaper stalls to create a large open space and new toilets and shops. All the pale blue and green ceramic tiles lining the main booking hall were replaced with pink granite tiles and the bluestone and asphalt platforms and surviving Elizabeth St ramps were resurfaced with cement and white tiles. The *Flinders Street Station Mural* mosaic mural by Mirka Mora was commissioned by the Department of Transport and created in 1986, replacing the Riverside booking office.

This site is part of the traditional land of the Kulin Nation.

How is it significant?

The Flinders Street Railway Station Complex is of historical, aesthetic, architectural, technical and social 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 E Importance in exhibiting particular aesthetic characteristics

Criterion F Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Criterion G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions

Why is it significant?

The Flinders Street Railway Station Complex is significant at the State level for the following reasons:

The Flinders Street Railway Station Complex is historically significant as the centre of the suburban railway system and is a major landmark building of the city and State. When completed, its imposing scale symbolised the importance of the railways to Melbourne and the primacy of Melbourne. Campbell Arcade was the first major public infrastructure to be built in the city following WWII, generating considerable public interest. [Criterion A]

The main station building at the Flinders Street Railway Station Complex is architecturally and aesthetically significant as one of the most important public buildings in Victoria and as an excellent example of a great railway building of the early 20th century. Described by its architects as "French Renaissance in a free manner", the design of the Station encompasses a range of stylistic sources. In combining elements of French Renaissance sources, overlaid internally with Art Nouveau, it is a building with no direct comparison. Its eclectic design is unique and it represents an extraordinary example of a building type. The main station building's architectural significance is accentuated by its strategic location on the southern boundary of the city grid, where it is a gateway building dominating both the corner of Swanston and Flinders Streets and the view of the city from Southbank. [Criteria A and E]

The layout of the platforms and subways is architecturally and historically significant because it has remained virtually intact since its construction in the first decade of the twentieth century, with the exception of the major refurbishment of the centre of the concourse and the replacement of the Swanston ramps with escalators and lifts. The open truss verandahs with circular steel brackets add a decorative element to each of the platforms and unify the design of the canopies over the external areas of the Station. The original cast and wrought iron balustrading surrounding the subway and shop entrance stairs also contributes to the overall level of ornamentation. Each of the platform entrances to the saw-tooth shelters over the Elizabeth Street Subway ramps feature decorative pressed metal sheeting to moulded entablatures. Campbell Arcade is a rare and substantial example of late Art Deco design in a distinctive 1950s colour scheme. The parcels siding and dock and associated infrastructure at the western end of platform 1 are also largely intact and demonstrate the original functions of this platform. The six early surviving signalling and electrification structures remain an integral part of the Station infrastructure. [Criteria A and E]

The main station building at the Flinders Street Railway Station Complex is of aesthetic significance for the high standard of detailing using many of the architectural decoration techniques available in the early twentieth century, including pressed metal work (ferrous and non-ferrous), cast and wrought iron, copper domes, leadlight and stained glass and glazed Majolica and 1950s wall tiles. It has the most extensive use of Edwardian and 1950s wall tiles of any Station or building in the State. Campbell Arcade, designed in 1949, is of aesthetic significance as one of the most intact early post WWII public interiors in Melbourne with its salmon pink wall tiles, pink and black terrazzo floor, polished black granite columns and chromed steel shopfronts. The *Flinders Street Station Mural*, a mosaic mural by renowned Melbourne artist Mirka Mora is of aesthetic significance as an outstanding example of Mora's playful and sensuous iconography that is beloved by many Melbournians. The brick facade of the Banana Alley vaults dating to the construction of the railway viaduct in the early 1890s is of aesthetic significance for its balanced composition of exposed bluestone foundations, brick walls and rendered dressings. [Criterion E]

The Flinders Street Railway Station Complex is of technical significance for its extensive use of four types of decorative and functional pressed metal work. It represents one of the largest and most extensive uses of pressed metal work in a public building in Victoria. This building offers a rare example of the use of this technique in large scale external wall cladding; structurally in the Träegerwellblech system of floor and ceiling construction; and in the copper for the roof domes, as well as extensive interior decorative use. The significance of this metalwork is enhanced by its high level of intactness. The early surviving signal bridges and the overhead tensioning and switching structures are also of technical significance. [Criterion F]

The Flinders Street Railway Station Complex is socially significant as one of the best known and most heavily used public spaces in Melbourne. The station has a treasured place in the consciousness of many of the city's inhabitants, and the steps under the clocks at the entrance of the main station building have been a popular meeting place for generations of Melbournians. As Melbourne's central station, particularly before the City Loop was constructed, it was the primary entrance point to the CBD for city workers and shoppers alike for many decades. In addition, the main station building represents an extraordinary example of a public building offering a range of activities and functions to the general public and railway employees, aside from its primary function as a railway station. The facilities are unique for a public building of this period. The dining and refreshment room interiors on the first floor and the former Victorian Railways Institute rooms on the third floor are more akin to the gentlemen's club than to a railway station. Beyond a consideration of their relatively lavish interiors, these spaces have been extremely important in the twentieth century in providing large numbers of metropolitan railway employees with a social, sporting and organisational base. The cheap and easy availability of Victorian Railway Institute clubrooms for meetings and functions of a large and eclectic number of Melbourne clubs and societies broadens and emphasises the place's social significance. [Criterion G]

The Flinders Street Railway Station Complex is also significant for the following reasons, but not at the State level:

For its historical and ongoing role as the heart of the suburban railway system.

For its association with Mirka Mora, the creator of The *Flinders Street Station Mural*. Mora has contributed artistically to the enlivening of the city of Melbourne. She is one of the artists who from the 1950s contributed to the transformation of Melbourne from quiet provincial town to a sophisticated multicultural city.

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:

PERMIT EXEMPTIONS (under section 42(4) of the Heritage Act)

It should be noted that Permit Exemptions can be granted at the time of registration (under s.42(4) of the Heritage Act). Permit Exemptions can also be applied for and granted after registration (under s.66 of the Heritage Act)

General Condition: 1.

All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Condition: 2.

Should it become apparent during further inspection or the carrying out of works 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 works shall cease and Heritage Victoria shall be notified as soon as possible.

General Condition: 3.

All works should be informed by a Conservation Management Plan prepared for the place. 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, unless exempted below.

General Conditions: 4.

Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

General Condition: 5.

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Exemptions:

General

- . Removal of non-original items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc. Works to repair fabric of no cultural heritage significance after removal of non-original items does not require a permit.
- . Repairs, refitting or rewiring non-original lift cars, motors, equipment and the like.
- . Painting of previously painted walls and ceilings provided that preparation or painting does not remove any original paint, varnishes, finishes or other decorative scheme.
- . Removal or replacement of non-original carpets and/or flexible floor coverings.
- . Removal or replacement of non-original curtain tracks, rods and blinds.
- . Removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted art or office items.
- . Removal or replacement of non-original notice boards.
- . Demolition or removal of the following non-original items: stud/partition walls, suspended ceilings or wall linings (including plasterboard, laminate and Masonite), glazed screens, flush panel or part-glazed laminated doors, aluminium-framed windows, bathroom partitions and tiling, sanitary fixtures and fittings, kitchen wall tiling and equipment, lights, built-in cupboards, cubicle partitions, computer and office fit out and the like.
- . Removal or replacement of non-original door and window furniture including, hinges, locks, knobsets and sash lifts.
- . Refurbishment of existing non-original bathrooms, toilets and kitchens including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
- . Installation, removal or replacement of non-original ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and that the central plant is concealed, and is done in a manner not detrimental to the cultural heritage significance of the place.
- . Installation, removal or replacement of electrical wiring provided that all new wiring is enclosed in conduits and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits and unused original wiring should remain in situ.
- . Installation, removal or replacement of non-original electric clocks, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like.
- . Installation, removal or replacement of dry bulk or reflective insulation in the roof space.
- . General maintenance of buildings and elements of primary and contributory heritage significance. Such maintenance includes the temporary removal of broken clear glass and the temporary shuttering of windows and covering of holes as long as this work is reversible and does not further damage the original fabric. The original elements should then be conserved and returned to the building under a permit.
- . Emergency repair of broken lead light and stained glass by a qualified stained glass conservator.
- . Painting and chemical corrosion treatment of the signal bridges 1-6 and overhead tensioning and switching structure identified as being of Contributory Cultural Heritage Significance.

. Erecting, repairing and maintaining non-original signage (directional signage, road signs, and speed signs) where such signage does not impact on elements of primary or contributory significance.

. Resurfacing of existing paths and driveways with asphalt (except for the area around the Parcels Dock and Siding), providing original bluestone platform walls and coping are retained.

. Erection of temporary soft banner style signs on the building or attaching reversible adhesive signs to tiles, providing no penetrations are made into the fabric of the building.

Specific Permit Exemptions

Landscape Exemptions:

. The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs and replanting the same species or cultivar, disease and weed control, and maintenance to care for existing plants.

. The removal or pruning of dead or dangerous trees to maintain safety. If the tree is identified as being of primary cultural heritage significance, the Executive Director must be notified of these works within 2 business days of them being undertaken.

. Replanting of removed or dead trees and vegetation with the same plant species to conserve the significant landscape character and values.

. Management of trees in accordance with Australian Standard; Pruning of Amenity Trees AS 4373-1996.

. Management of trees in accordance with Australian Standard; Protection of Trees on Development Sites AS 4970-2009.

. Installation, removal or replacement of watering and drainage systems or services outside the canopy edge of significant trees in accordance with AS 4970 and on the condition that works do not impact on archaeological features or deposits.

. Removal of plants listed as noxious weeds in the *Catchment and Land Protection Act 1994*.

. Vegetation protection and management of possums and vermin.

Public Safety and Security

Public safety and security activities provided the works do not impact on any building or element identified as being of primary or contributory significance, or sub-surface archaeological artefacts or deposits;

The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect any building or element identified as being of primary or contributory cultural heritage significance including archaeological features;

Emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public.

Note: Urgent or emergency site works are to be undertaken or supervised by an appropriately qualified heritage specialist such as a structural engineer, or other heritage professional

Rail Tracks and Overhead Wiring

. Removal, re-ballasting, re-levelling, renewal or replacement of rail tracks and replacement of railway tracks and sleepers.

. Removal, rewiring and restructuring of the overhead collection wires and other wiring including overhead power lines.

. Modifications and repairs to and replacement of any electric or electronic signalling equipment.

. Removal of, repairs to, installation or replacement of non-original ticket machines, passenger control gates, safety barriers, rubbish bins, seating, bicycle racks and other small items of non-original platform furniture.

. Removal, installation, repair or replacement of non-commercial signage, security lighting, fire safety equipment provided it does not involve the removal or erection of a building or other structure or have any impacts on original fabric or penetrations into original fabric.

Flinders Street, Swanston Street and Queensbridge Street reserves

. All works associated with operating and maintaining the existing road and public transport infrastructure including all tramways, roadways, footpaths, kerbs and channels, traffic lights, tram stops, railings, car parks, signs, fire hydrants, parking meters, street lighting, seating, shelters, speed humps, pedestrian refuges and splitter islands.

. The installation of standard City of Melbourne street furniture within the road reserves, including rubbish and recycling bins, park seats, interpretative signage, drinking fountains, pathway lights, fencing and safety barriers providing these do not significantly impact on the views of the Flinders Street Railway Station Complex.

Yarra River boundary

All works associated with operating and maintaining the existing river retaining wall, Flinders Walk infrastructure, and all wharfs and the entrance to the Yarra footbridge.

Swanston Street Bridge / substructure to viaduct

Internal alterations which do not alter the external appearance of the structure to the brick rooms below the concourse viaduct structure.

Flinders Street Shops

Internal shop fitting out works and finishes to all shops except City Hatters, provided that the shop fronts and pressed metal ceilings are not affected and no structural work is undertaken.

Railway basements not accessed by public

Installation of modern equipment providing this does not impact on any surviving original equipment.

Platforms 1-13

. Replacement of non original wiring, lighting, speakers, monitor cameras, monitor screens using existing penetrations.

. Resurfacing of the platforms in asphalt providing the original timber block below the asphalt is preserved. (The platforms are currently tiled but it is likely that the original timber blocks and asphalt survive below this).

. Installation of new wiring, lighting, speakers, monitor cameras, monitor screens on buildings or elements identified as being of no cultural heritage significance

Banana Alley Vaults - Interior

All internal works other than structural works or works to facades or doorways.

Banana Alley Vaults - Exterior

Installation of illuminated signage in existing sign boxes and hand finished, painted, non-illuminated signage on render band above entry doors.

Signal Box 'A' - Interior

Internal works which do not cause a change in the external appearance of the building.

Modern retail premises within the concourse

. All internal works within the existing tenancy shell

. The removal of modern retail premises and modern additions identified as being of 'no cultural heritage significance' providing this removal does not have any impact on fabric identified as being of Primary or Contributory Cultural Heritage Significance.

. Works to 'Clocks' Bistro where it joins to the *Flinders Street Station Mural* by Mirka Mora; and any other areas where the modern retail premises join to fabric identified as being of Primary or Contributory Cultural Heritage Significance are not included in this exemption.

Construction dates 1900,

Architect/Designer Fawcett, James W, Ashworth, HPC,

Heritage Act
Categories Registered place,

Other Names SIGNAL, VICTORIAN RAILWAYS INSTITUTE, MELBOURNE, FLINDERS STREET STATION, FLINDERS STREET STATION, DEGRAVES STREET SUBWAY, DEGRAVES SUBWAY, BANANA ALLEY,

Hermes Number 752

Property Number

History

Contextual History:History of Place:

The site upon which Flinders Street Station now stands was occupied by an open-air fish market in the 1840s. In 1865 the Melbourne City Council constructed an enclosed fish market on the site. This building was demolished in 1900 to make way for the new station building.

The first railway line in Australia was opened in 1854. Its two storey station building was located opposite the end of Elizabeth Street, and the company terminus fronted Flinders Street just to the east. Both of these buildings were demolished to make way for the new station in 1900. Two long goods sheds were positioned back from Flinders Street, one to the west and the other to the east of Elizabeth Street. These were demolished in the 1870s and 1880s. Along the Swanston Street frontage, adjacent to the fish market, was the station booking office, erected in the 1880s. From 1859, the Princes Bridge Station, to the east of Swanston Street, was the terminus of the Windsor and Brighton lines. This station was closed in 1866 when the lines were connected with Flinders Street Station and did not re-open until 1879 when it was known as the Victorian Gippsland Railway Station.

A competition for new station buildings at both Flinders and Spencer Streets was held in 1883 and won by William Salway. However, nothing was to come of this effort, and it wasn't until 1890 that another planning attempt was made. After the construction of some platforms, work on the 1890 plan was stopped, probably for financial reasons. This was a time of massive and often corrupt and wasteful expenditure on Melbourne's railways, and by the early 1890s there was considerable criticism and political controversy over railway spending. By 1896 the Railways Department had come up with a new plan but this was rejected. Another plan was submitted in 1899 but the Parliamentary Standing Committee was again dissatisfied and suggested a competition to find a design. Accordingly, a competition was held in late 1899 and adjudicated in early 1900. Despite some controversy over the conduct of the competition, a winning design, by James Fawcett, an architect on the staff of the Railways Department, and H.P.C. Ashworth, a departmental engineer, was selected.

Associated People: H P C Ashworth;

Extent of Registration

NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 1995**, I give notice under section 46 that the Victorian Heritage Register is amended by modifying Heritage Register Number H1083 in the category described as Heritage Place.

Flinders Street Railway Station Complex
207-361 Flinders Street
Melbourne
Melbourne City

All of the place shown hatched on Diagram 1083 encompassing all of Crown Allotments 21A, 21B and 21C, Section 4, City of Melbourne, Parish of Melbourne North; part of Crown Allotment 6, Section 19E, City of Melbourne, Parish of Melbourne North; all of Crown Allotments 2140 and 2241, City of Melbourne, Parish of Melbourne North; part of Part of Crown Allotments 2240 and 2243, City of Melbourne, Parish of Melbourne North; all of Lot 1 on Title Plan 902338; part of Lot 2 on Title Plan 18290; and part of Lot CM1 on Plan of Subdivision 438037.

Dated 9 July 2015

TIM SMITH
Executive Director

[*Victoria Government Gazette* G 27 9 July 2015 p.1523]

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/>