

# GEELONG RAILWAY STATION



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geelong railway station & goods shed railway terrace geelong verandah view publication



geelong railway station & goods shed geelong interior platform may1986



geelong railway station  
& goods shed geelong  
goods shed north facade  
jun1989



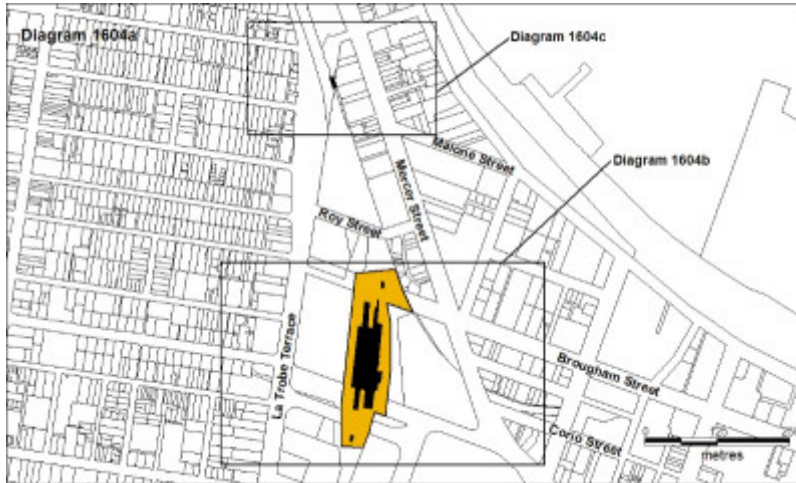
geelong railway station  
& goods shed railway  
terrace geelong roof detail  
publication



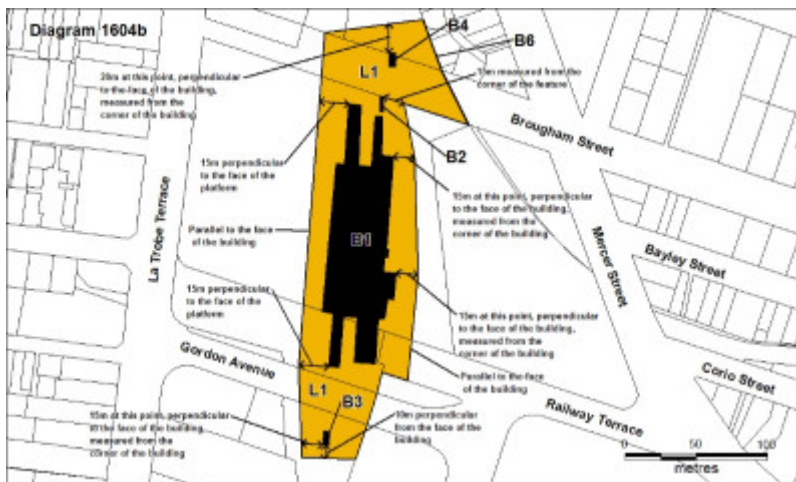
geelong railway station  
& goods shed geelong  
side view



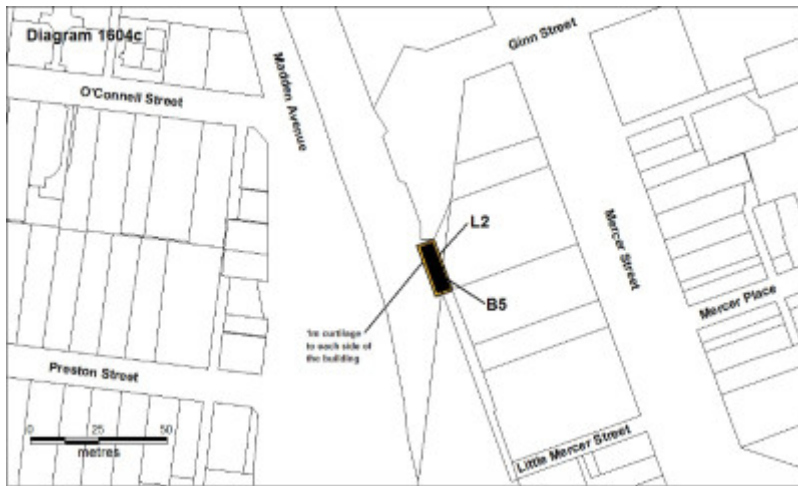
Geelong Railway Station  
Signal Box



Geelong Railway Station June 2008 mz Plan a



Geelong Railway Station June 2008 mz Plan b



Geelong Railway Station June 2008 mz Plan c

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## Location

1 RAILWAY TERRACE GEELONG, GREATER GEELONG CITY

## Municipality

GREATER GEELONG CITY

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H1604

## Heritage Overlay Numbers

HO215

## VHR Registration

August 20, 1982

## Amendment to Registration

June 12, 2008

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - May 2, 2000

What is significant?

Geelong railway station was constructed in 1877 by Overend & Robb on the Melbourne-Geelong line for the Victorian Railways. It replaced the original station that was built in 1857. It comprises a large, predominantly two-storey, hip roofed, bi-chromatic brick complex with train hall. The central section of the station building with pavilions facing the roadway has been extended. It features cream bricks to the segmentally arched openings, corners, and cornice brackets and string courses. The twin gabled train hall spans two platforms (3 faces), and is carried on Gothic inspired cast iron columns with crocket capitals, cast iron brackets and light iron trusses with continuous ridge vents. Other important structures include three timber signal boxes, the Roy Street pedestrian subway, a bluestone retaining wall, the Brougham Street road underpass with bluestone steps and the original wrought iron palisade fence and lamp bracket.

How is it significant?

The Geelong railway station is historically and architecturally significant to the State of Victoria.

Why is it significant?

Geelong railway station is historically significant as the largest of those stations having their stylistic origins in the bi-chromatic brick buildings of the early 'light lines' era, c.1869 - c.1884. The size of the complex is symbolic of the importance of Geelong as a major city and port. The layout of the platforms recalls the former passenger services to Queenscliff, which originated at this point. The bluestone retaining wall with wrought iron railings is the earliest remaining reference to the now closed wharf railway, relating to early vision of Geelong as a major Victorian seaboard port.

Geelong railway station is architecturally significant in that the train hall is the largest on the network and is unique, especially for the use of Gothic and classical detailing. Other elements which contribute to the architectural significance of the complex and the line, include the bluestone steps with former lamp frame and wrought iron palisade fence, the up and down end signal boxes and tunnel portal. (Beeston, 1995)

## 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.

\* Installation of new signalling systems and modifications to existing signalling systems.

\* 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            1877,

Architect/Designer           Higinbotham, Thomas,

Heritage Act Categories      Registered place,

Other Names                    GEELONG STATION, GEELONG TRAIN STATION,

Hermes Number                540

Property Number

## History

Geelong Railway Station Complex is historically significant as the largest of those stations having their stylistic origins in the bichromatic brick buildings of the early 'light lines' era, c.1869 - c.1884. Following lavish expenditure of the earlier 'main trunk' lines of the 1850' and 1860's, a determined effort was made to minimise the cost of railway construction. The 'light lines' era was characterised by more restrained station building designs (Harrigan, 1962). The bluestone retaining wall with wrought iron railings is the earliest remaining reference to the now closed wharf railway, relating to early vision of Geelong as a major Victorian Seaboard port. (Beeston, 1995)

## Extent of Registration

1. All of the buildings marked as follows on Diagrams 1604a, 1604b, 1604c held by the Executive Director:

B1 Station building associated platforms

B2 Bluestone steps with lamp frame and wrought iron palisade fence

B3 'B' Signal Box

B4 'C' Signal Box

B5 'A' Signal Box

B6 Bluestone retaining wall to cutting

2. All of the land marked as L1 and L2 on Diagrams 1604a, 1604b, 1604c 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/>*