

RINGWOOD RAILWAY STATION



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1 ringwood railway station railway place ringwood front view sep1995



Ringwood Railway Station Railway Signal Box



image026.jpg



image004.jpg



image011.jpg



image014.jpg



image015.jpg



image018.jpg



image019.jpg



image022.jpg



image023.jpg

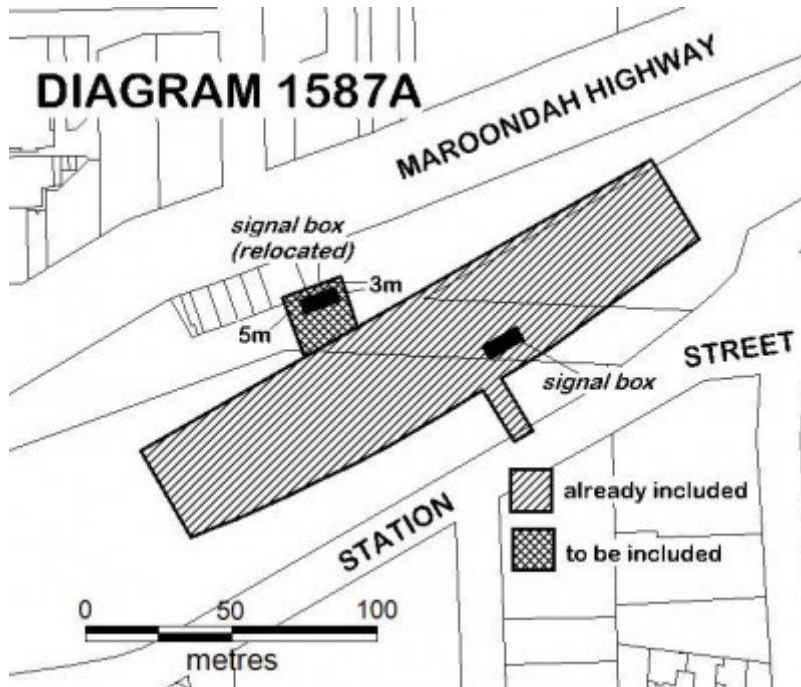


Diagram 1587A

Location

130-136 MAROONDAH HIGHWAY RINGWOOD, MAROONDAH CITY

Municipality

MAROONDAH CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H1587

Heritage Overlay Numbers

HO39

VHR Registration

August 20, 1982

Amendment to Registration

February 12, 2015

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - February 12, 2015

What is significant?

The Ringwood Railway Station which comprises the brick station building, a timber station building, a timber signal box, platforms, railway tracks and other railway-related structures.

History Summary

Construction of the railway station at Ringwood commenced in 1889, seven years after the Melbourne to Hawthorn railway line was extended to Lilydale in 1882. The brick station building was erected on the downside platform, to the north of the rail line, when the Ringwood line was extended to Ferntree Gully. In 1891 a timber station building was constructed on the upside platform. A timber footbridge with steel beams and cross struts and corrugated iron lining to the balustrade was built in 1921. The timber signal box replaced an earlier structure in 1926 following electrification of the line.

Description Summary

The Ringwood Railway Station is located to the south of the Maroondah Highway in Ringwood. The 1889 brick station building is one of three designed by the Victorian Railways in this Tudor style. It is built of red tuckpointed brick with half-hipped slate roof and initially contained a ticket office, parcel office, ladies waiting room and rest room. The building has detailing consistent with the Tudor style including angular pointed openings to the windows. The roof incorporates steeply pitched gable roof vents, the chimney breasts feature dark polychromatic brickwork and the window heads have depressed triangular heads. The convex platform canopy is supported on cast iron Corinthian columns. Extensions were made to the west end of this building in the 1920s and in the mid-twentieth century.

The 1891 timber station building appears to be one of the most intact of a small number of surviving timber station buildings which were of a basic modular design using similar detailing and primarily constructed at suburban locations. Eight stations were built in this specific "Ringwood style" between 1886 and 1891 and it appears that only three survive. These stations included only the most basic facilities, the minimum including a small booking office and open waiting area with timber bench seating as constructed at Ringwood. The building is a simple timber pavilion with gable roof, end finials and cross bracing, and cantilevered canopy supported on deep timber brackets; an original ticket window is extant within the building. A booking lobby has been added to the east end of this station building. This building has been relocated along the platform a number of times.

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

How is it significant?

Ringwood Railway Station is of architectural and historical 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

Why is it significant?

Ringwood Railway Station is significant at the State level for the following reasons:

Ringwood Railway Station is historically significant due to the role the station, and the line, played in the development of Melbourne's eastern suburbs. Coinciding with the 1880s land boom, the construction of these stations aided the substantial development of eastern suburban Melbourne. [Criterion A]

Ringwood Railway Station is architecturally significant as an illustrative assemblage of nineteenth century and early twentieth century railway buildings. The upside building at Ringwood Railway Station is of architectural significance as a rare surviving example of the early modular style of station buildings. It is one of the most intact examples externally of its type surviving in metropolitan Melbourne. The downside building is a comparatively rare example of the Tudor style station. The signal box is a comparatively rare and intact example of a signal box of this size. [Criterion E]

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 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 Conservation Management Plans 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.

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 Permit Exemptions**Exterior:**

- . Minor repairs, maintenance and replacement of 'like with like' for buildings, structures and services.
- . Any works to buildings and structures including demolition, but not additions. This excludes the 1889 brick station building, 1891 timber station building, and 1926 timber signal box.
- . Repairs to and replacement of track, sleepers and ballast.
- . Removal of extraneous items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc, and making good.
- . Installation or removal of external fixtures and fittings such as, hot water services and taps.
- . Repairs, replacement or installation of rubbish bins, seating, bicycle racks and other small items.
- . Installation of new but not removal of existing original significant signage.
- . Minor repairs and maintenance of road/path surfaces, kerbing and landscape elements.
- . Track and road works, landscaping and maintenance to buildings and services.

Interior:

- . Any internal modifications to buildings and structures. This excludes the 1889 brick station building, 1891 timber station building, and 1926 timber signal box.
- . Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of any original paint or other decorative scheme.
- . Installation, removal or replacement of carpets and/or flexible floor coverings.
- . Installation, removal or replacement of curtain tracks, rods and blinds.
- . Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall mounted art or religious works or icons.
- . Demolition or removal of non-original stud/partition walls, suspended ceilings or non-original wall linings (including plasterboard, laminate and Masonite), bathroom partitions and tiling, sanitary fixtures and fittings, kitchen wall tiling and equipment, lights, built-in cupboards, cubicle partitions, computer and office fitout and the like.

- . Removal or replacement of non-original door and window furniture including, hinges, locks, knobsets and sash lifts.
 - . Installation of stud walls, which are removable.
 - . Refurbishment of existing bathrooms, toilets and kitchens including removal, installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings.
 - . Removal of tiling or concrete slabs in wet areas provided there is no damage to or alteration of original structure or fabric.
 - . Installation, removal or replacement of 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.
 - . Installation, removal or replacement of electrical wiring.
 - . Installation, removal or replacement of electric clocks, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like on plaster surfaces.
- Installation of new fire hydrant services including sprinklers, fire doors and elements affixed to plaster surfaces.

Theme

3. Connecting Victorians by transport and communications 6. Building towns cities and the garden state

Construction dates 1889,
 Heritage Act Categories Registered place,
 Hermes Number 986
 Property Number

History

The Lilydale railway line was opened in 1882, with a siding at Ringwood. In 1887, a goods shed was constructed, but it was not until 1889 that construction of a railway station at Ringwood started, which was seven years after the Melbourne to Hawthorn railway line was extended to Lilydale in 1882. Construction of the brick station building commenced in 1889 on the downside platform to the north of the rail line. A timber footbridge with steel beams and cross struts and corrugated iron lining to the balustrade was built in 1921. The timber signal box replaced an earlier structure in 1926 following electrification of the line.

Plaque Citation

The station has an important collection of nineteenth and early twentieth century railway buildings including a brick station building of 1889, timber station building of 1891, a 1921 footbridge and a 1926 signal box.

Assessment Against Criteria

Criterion

Ringwood Railway Station is historically significant due to the role the station, and the line, played in the development of Melbourne's eastern suburbs. Coinciding with the 1880s land boom, the construction of these stations aided the substantial development of eastern suburban Melbourne. [

Criterion A]

Ringwood Railway Station is architecturally significant as an illustrative assemblage of nineteenth century and early twentieth century railway buildings. The upside building at Ringwood Railway Station is of architectural significance as a rare surviving example of the early modular style of station buildings. It is one of the most intact examples externally of its type surviving in metropolitan Melbourne. The downside building is a comparatively rare example of the Tudor style station. The signal box is a comparatively rare and intact example of a signal box of this size. [Criterion E]

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 H1587 in the category described as Heritage Place.

Ringwood Railway Station
130-136 Maroondah Highway
Ringwood
Maroondah City

All of the place shown hatched on Diagram 1587A, plus the area shown cross-hatched, encompassing parts of Lot 1 on Title Plan 875874, Lot 1 on Lodged Plan 76330, Crown Allotment 2115 and Crown Allotment 11J Parish of Ringwood.

Dated 12 February 2015

TIM SMITH
Executive Director

Victoria Government Gazette G 6 12 February 2015 p.348

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/>