

# **BALLARAT RAILWAY STATION**

## **VHR 902**

HERITAGE IMPACTS STATEMENT FOR PROPOSED  
REDEVELOPMENT

Prepared for  
**PGPD No.2 Pty Ltd Pellicano**

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## 1.0 Introduction

This Heritage Impacts Statement (HIS report) has been prepared for PGPD No.2 Pty Ltd Pellicano, and accompanies a permit application to Heritage Victoria for the proposed redevelopment of part of the Ballarat Railway Station complex, together with a proposed subdivision. Ballarat Station is included in the Victorian Heritage Register (VHR 902) to the extent of all the buildings (exteriors and interiors) and the land.

The proposed redevelopment and subdivision is concentrated in the triangular north-west of the railway reserve, being approximately 3.2 ha of land bordered by Lydiard Street North to the west, Nolan Street to the north and north-east, and the north station building to the south. It includes the historic Goods Shed and site of the weigh bridge, and associated land area; but excludes the north station building, VRI building, and former carrier's office to Lydiard Street North which are also located in this general area of the station reserve. The south station building, train hall, engine shed, signal boxes, station entrance to Lydiard Street North and other elements south of the railway line are also excluded from the proposed development.

Section 3.0 of this report provides more detail on the Ballarat Railway Station complex.

### 1.1 Summary of proposed works

The proposed redevelopment includes the following:

- Construction of a hotel, being a four/five level contemporary building adjacent to the Goods Shed, and integrated with the conference facilities in the refurbished shed.
- Adaptation of the Goods Shed for conference/convention centre and retail uses, involving some limited partial demolition, introduction of contemporary fabric and services, and conservation works and structural refurbishment. The roof is also proposed to be reclad with corrugated galvanised steel.
- New landscaping, in association with the hotel and refurbished Goods Shed, and also between the latter and the north station building.
- Retention of the historic weighbridge, in its existing location.
- Vehicle access, movement and car parking, with the latter including at grade parking and a proposed multi-deck commuter car park building. A new internal but public roadway is also proposed.
- New signage.

The development is proposed to be undertaken in stages, with the multi-deck commuter car park building constructed in the first stage.

The proposed subdivision is described in more detail at Section 4.7 below.

A new bus terminal (bus interchange) is also proposed, but not as part of the current application, and accordingly is not addressed in this report or permit application.

#### 1.1.1 'In principle' approval

In principle approval is sought for several aspects of the proposal, for which further information and detail will be provided:

- Introduction of new services to the Goods Shed
- General approach to the retail tenancy fitouts in eastern part of the Goods Shed

### 1.2 Application documentation

The *Ballarat Station Redevelopment, Heritage Permit Application*, prepared by DBI Design and Pellicano, dated 14 June 2017 (Issue C), was referred to in the preparation of this HIS report, and is lodged with this permit application for approval. The documentation includes:

- Local context images

- Masterplan (for the development site of the railway reserve)
- Internal road layout (with car and bike parking spaces indicated)
- Site elevations (Lydiard Street North and Nolan Street)
- 3D montages (new hotel and Goods Shed post-works)
- Signage and artwork concept
- Landscape plans (hardscape, softscape, tree protection, vegetation concepts and vegetation species)
- Goods Shed
  - Existing conditions
  - Demolition works
  - Conservation works
  - Internal fitout (including 3D perspectives)
  - Interpretation items
  - Signage
- Hotel
  - Floor plans
  - Elevations
  - Sections
  - Colours and materials
- Multi-deck car park
  - Floor plans
  - Elevations
  - Sections
  - Colours and materials

Subdivision plans, prepared by JCA Land Consultants and dated 10 April 2017, are also lodged with the application.

### **1.3 Previous studies & reports**

A number of heritage-related reports have previously been prepared in relation to the Ballarat Railway Station, including by Lovell Chen and before that, Allom Lovell & Associates. Where relevant to this permit application, these have been referred to, including:

- *Ballarat Railway Station Conservation Management Plan* (Allom Lovell & Associates, 2002) (referred to below as the 2002 CMP)
- *Ballarat Station Precinct Project, Cultural Heritage Assessment* (RBA Architects & Conservation Consultants, 2011)
- *Ballarat Station Precinct Master Planning & Urban Design Study, Phase 1: Heritage Investigation Report* (Lovell Chen, for SJB Urban, 2013)
- *Ballarat Station Precinct Heritage Report Stage 1 Master Plan Implementation* (Lovell Chen, for VicTrack, 2015)
- *Ballarat Railway Precinct: Cultural Heritage Advice* (Biosis, for VicTrack, August 2015)

#### **1.3.1 Master Plan**

A master planning exercise was undertaken in 2013-14, with the intent being to identify opportunities for commercial development including the re-use and adaptation of the significantly underutilised heritage buildings. The Goods Shed was identified as a potential exhibition/conference centre, in tandem with a new hotel which was to integrate (functionally) with the refurbished Goods Shed. Consultation on the master plan was also undertaken, including with stakeholders.

### **2.0 Heritage controls**

The whole of Ballarat Railway Station is included in the Victorian Heritage Register (VHR 902, see Figure 1). As such the proposed works require the permit approval of Heritage Victoria. The whole of the site

is also included in the City of Ballarat Schedule to the Heritage Overlay (HO59), together with adjoining individual heritage places and heritage precincts (see Figure 2). Some adjoining places are also included in the VHR.

## 2.1 Victorian Heritage Register

According to the VHR citation, Ballarat Railway Station is of historical, architectural, social and technological significance at State level.

The following dot points are summarised and paraphrased from the citation.

Ballarat Railway Station is of historical significance:

- With the Bendigo railway line, the Geelong-Ballarat line was the first of the colonial government's main trunk lines, opened in 1862, and built to the best (never to be repeated) British standards of construction.
- Ballarat is the largest railway complex to have been built at this time.
- The decision to build one of the first trunk lines to Ballarat recalls the economic importance of Ballarat/East Ballarat to the colony, in the largest mining centre of the world famous central Victorian goldfields.
- The railway acted as a catalyst for the development and redevelopment of Lydiard Street North in the nineteenth century. The street is of national importance as a thoroughfare founded on wealth produced through gold mining, and the station complex plays a crucial role in the interpretation of the street.
- Ballarat Station was the colony's busiest non-metropolitan station for a period during the nineteenth century, it's pre-eminence only surpassed at different times by Echuca and Geelong.
- Construction and development of Ballarat Station recalls the roles of several senior and influential officers of the Victorian Railways Department, and was a major example of their work.

Ballarat Railway Station is of architectural significance:

- Nationally, Ballarat is one of a very few nineteenth century railway stations to have a prominent clock tower; the others are Maryborough, Albury (NSW), Port Pirie (SA) and Brisbane Central (Qld).
- Nationally, Ballarat is one of a very few nineteenth century railway stations to retain a substantial and imposing train hall; the others are Geelong and Normanton (Qld). Other train halls have been demolished, including Adelaide, Port Adelaide and Brisbane Central.
- The train hall and clock tower symbolise Ballarat's importance as a provincial city and simultaneously recalls the status of rail travel in the Victorian age.
- In Victoria, Ballarat compares in size with Geelong and Bendigo and in layout to the extent that it has an approach road surrounded by passenger and freight handling buildings. Ballarat's intact state is unique in this respect, recalling the planning principles of early British terminal stations.
- The Goods Shed compares closely with Ballarat East and to a lesser extent with Little River, Riddells Creek, Malmsbury and Kyneton. It is the largest bluestone goods shed in Victoria.
- The Engine Shed compares with Bendigo and Echuca but is the only example of this 1860s design to be erected in bluestone.
- The Carrier's Office recalls other timber offices in Ballarat, now demolished, and offers insights into nineteenth century freight handling methods. It is unique at the State level at least for its flamboyant design.

Ballarat Railway Station is of social significance:

- As a point of arrival and departure on journeys undertaken prior to and following the advent of the motor car, but also from the nature of the trips.





- HO171 Lydiard Street North Heritage Precinct (adjoins the railway reserve to its west and south)
- HO175 Humffray Street Heritage Precinct (adjoins the railway reserve to its north and east)

### **3.0 Description of Ballarat Railway Station**

The railway arrived in Ballarat in 1862, after completion of the Geelong-Ballarat line. It was the first of two main trunk lines built in Victoria, the other being Bendigo. The direct line to Melbourne was not completed until 1889.

The railway complex (see Figure 3 & Figure 4) includes the north station building (1862); train hall (early 1860s); engine shed (early 1860s, extended 1870s); goods shed (1862); south station building with tower (late 1880s/1891); carrier's office (late 1880s); signal boxes (1880s); embankment and retaining wall (early 1860s); weighbridge with timber hut/office (1910s, burnt down 2014); tunnels (early 1860s); VRI building (1926); Messenger Hall (1959); water tank (1860s); engine turntable (n.d.); boom gates (1880s); signal gantries (1920s); and bus interchange (1999). Photographs of these buildings and structures are included in this report.

#### **3.1 Goods Shed**

The Goods Shed is identified in the VHR citation as the largest bluestone goods shed in Victoria. It was constructed in 1862, and dates from the first phase of construction of the railway complex. It is of quarry faced, coursed bluestone, and comprises three long parallel shed bays of equal length, with gable ends, associated platform structures to the east and a smaller timber addition to the west. The north and south elevations are divided by bluestone piers into seventeen bays, with each alternate bay containing a shallow arched door opening. The east and west elevations are similar, with sealed ocular windows set high in the gables, and pairs of double doors in the central bay. The bay roofs are pitched and each has been reclad with corrugated cement sheeting, understood to have replaced the original slate roofing in the middle of last century. Each roof section is inset with skylights.

The platform awning projecting from the east elevation is believed to be early twentieth century in origin. In 1919 the original sets of triple-arched carriage openings in the central bay of the east and west elevations were replaced with a single large square opening, supported by concrete lintels.

The interior of the shed has been altered by partitioning of the western side of the south bay to create a goods handling area, offices and toilets; a smaller partitioned area has also been created in the north-east corner. The partitioning occurred in stages from the early through to later twentieth century.

Dual railway lines extend down the lower central bay, which is flanked by the two outer two bays which are raised approximately one metre in height, with the platform sides lined with bluestone. A non-original concrete surface covers large areas of the shed floor.

An underground space/facility (not inspected), is located abutting the south-east corner of the building. Its approximate location is beneath the short section of platform extending from the east elevation, as shown in Figure 11.

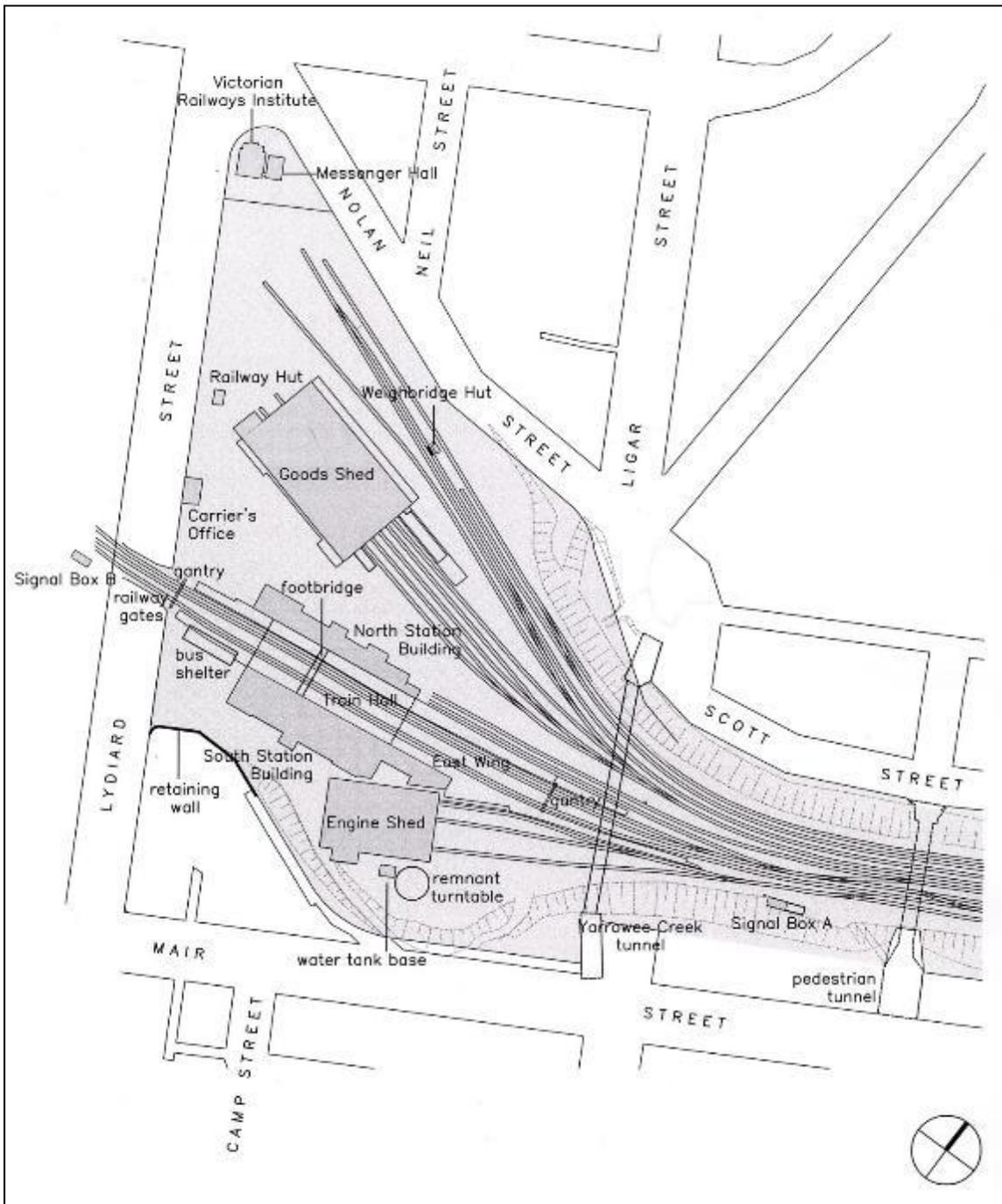


Figure 3 Plan of station precinct, showing buildings and structures within the railway reserve  
 Source: 2002 CMP



Figure 4 Aerial image of Ballarat Station, showing the Goods Shed (yellow arrow), combined north station building/train hall/south station building (red arrow), engine shed (blue arrow) and site of weighbridge showing small office building which has since been demolished (green arrow). The purple arrow indicates the approximate location of an underground space, abutting the south-east corner of the Goods Shed. Lydiard Street North is at left. Source: Nearmap

3.1.1 *Images of Goods Shed*



Figure 5 Goods Shed showing west gabled end and long north elevation (at left)



Figure 6 South elevation; the awnings are proposed to be retained and refurbished; the large opening at centre is proposed to be infilled with new aluminium-framed glazing



Figure 7 Another view of the west gabled end, with timber addition to the far (right) gable proposed for removal



Figure 8 North elevation



Figure 9 North elevation, as seen from Nolan Street



Figure 10 East end of Goods Shed; the platform off the gabled end, enclosed structure and posted awning are proposed for removal



Figure 11 Another view of the east elevation; the underground facility is located beneath the short section of platform extending from the elevation, at left; this section of platform is proposed for removal.



Figure 12 Detail of platform to south elevation



Figure 13 West end of platform to south elevation



Figure 14 Interior of shed, looking east



Figure 15 Interior of shed, showing loading platform and lowered central rail tracks



Figure 16 Interior of shed, looking west



Figure 17 Internal wall showing later brick infill

### 3.2 Weighbridge

The weighbridge is believed to have been installed in about 1910. It was manufactured by the British firm H Pooley & Son Ltd, an important British firm in the manufacture of railway weighing machines. It is believed to have been one of the last operating rail weighbridges in the Victorian railways, although it is now non-operational.

The weighbridge components include the scales, small timber operator's hut (now demolished), and a brick-lined trench with equipment connecting the two structures. The scales are recessed underground, with a surface top plate inscribed with the manufacturer's mark 'H. Pooley & Son Ltd, Birmingham & London, No. 506'.

The hut was a simple timber framed weatherboard structure, rectangular in plan, with a pitched corrugated galvanised steel clad roof. The original measuring mechanisms were located on the south side of the hut, and together with the trench (approximately 1.2 metres in depth) these are now exposed.

The weighing mechanism extends from beneath the scales across to beneath the site of the hut.

3.2.1 *Images of weighbridge*



Figure 18 Weighbridge, with fenced equipment at left formerly located within the timber office hut (demolished), and weighbridge scales at right



Figure 19 Weighbridge scales



Figure 20 Weighbridge equipment



Figure 21 Site of weighbridge on north side of Goods Shed

### 3.3 Landscape

The largely triangular area between the Goods Shed and north station building, and the Lydiard Street North boundary, was the original focus of station activity (arrivals, departures, goods traffic), until the activity shifted south after the opening of the south station building in 1891. The area served as the yard where carts, coaches and horses stood, while loading/unloading from the Goods Shed, with the entrance to the north station building directly opposite. The visual relationship between the Goods Shed and north station building is important, with the area historically being free of major structures. This area also provides for views of the long elevations of the two related heritage buildings, both from Lydiard Street North and internally within the site.

The site of the proposed hotel is in the north-west of the railway reserve. It is below grade, being in an excavated area, with a steep bank up to Lydiard Street North and to the elevated VRI building immediately north-west of the hotel site. It is currently used for informal car parking.

Remnant railway lines are also located in the subject area of the railway reserve, including to the east and north-east of the Goods Shed, with the former associated with the traffic of rail carriages into the shed. There has also been some recent removal of railway lines to the north and north-west of the Goods Shed.

Other aspects of the current landscaping include vegetation and trees, largely concentrated to the property boundaries in this area of the site.

#### 3.3.1 Images of the landscape



Figure 22 View of hotel site, looking down from Lydiard Street North; note the railway lines at centre image have been removed



Figure 23 Another view of hotel site (at left) and west end of Goods Shed at right, looking down from Lydiard Street North; note sections of the railway lines at centre left have been removed



Figure 24 Site of proposed hotel



Figure 25 Northern area of railway reserve with Nolan Street in the distance; the Goods Shed is out of view at right; the hotel will be constructed in the left of image



Figure 26 Landscape between Goods Shed and north station building, looking east



Figure 27 Landscape between Goods Shed and north station building, looking west to Lydiard Street North



Figure 28 Recent aerial image, showing the Goods Shed at centre, and informal car parking in the general surrounds including on the site of the proposed hotel  
Source: Nearmap 28 October 2016

#### **4.0 Proposed development**

As noted, the proposed redevelopment includes the following:

- Construction of a hotel, being a four/five level contemporary building adjacent to the Goods Shed, and integrated with the conference facilities in the refurbished shed.
- Adaptation of the Goods Shed for conference/convention centre and commercial/retail uses, involving some limited partial demolition, introduction of contemporary fabric and services, and conservation works and structural refurbishment. The roof is also proposed to be reclad with corrugated galvanised steel.
- New landscaping, in association with the hotel and refurbished Goods Shed, and also between the latter and the north station building.
- Retention of the historic weighbridge, in its existing location.
- Vehicle access, movement and car parking for hotel patrons and commuters, including at grade parking and a proposed new multi-deck commuter car park building. A new internal but public roadway is also proposed.
- Bike parking and bike racks.
- New signage.

Subdivision is also proposed.

As noted, the development is also planned to be undertaken in stages, with the multi-deck commuter car park building constructed in the first stage.

#### **4.1 Hotel building**

The hotel is proposed to be constructed in the north-west of the site, and north-west of the Goods Shed, in an area which sits below the grade of Lydiard Street North. The building will involve removal of vegetation bordering Lydiard Street North, and works to the embankment. The main entry will be located on the north side, with an address to Nolan Street. The hotel will adopt a contemporary form, comprising a flat-roofed building of two principal wings on a broadly rectilinear footprint; and up to five levels in height stepping down to the east. Materials will include honed bluestone cladding, paint finishes in a range of grey tones, powder coated screens, grey tint glazing and black powder coated balustrades. Framing elements, and vertical and horizontal components will add articulation to the elevations. Vertical 'QUEST' signage will also be applied to the elevations.

#### **4.2 Goods Shed**

With reference to the architectural documentation submitted with this application, the annotations relating to conservation works are based on recommendations provided by Lovell Chen. The documentation also refers to a structural engineer's report, which will be prepared to inform the treatment of structural members and elements of the building. The structural engineer will undertake an audit/assessment of all structural elements in the building, to identify and recommend treatments, which may include strengthening and replacement of fabric. This will be detailed and documented at a later stage, prior to works commencing on the Goods Shed.

##### *4.2.1 Adaptation*

The 1862 bluestone Goods Shed is proposed to be refurbished and adapted for use as a conference/convention and function venue, together with commercial and retail spaces. Works proposed to the exterior and interior include replacement of the existing asbestos roof cladding with galvanised steel roof cladding, with new skylights inserted into the far northern and southern roof planes as visible from surrounding vantage points, utilising original framing where possible; removal of non-original elements throughout such as later partitions and accretions; and general cleaning up and repair of the bluestone walls, brick infill, timber members, platforms and joinery.

The proposed adaptation involves generally minimal change to the overall external form and fabric of the building. On the north and south sides, glass doors are proposed for four and three of the existing

openings respectively, to provide internal access. Where this occurs the existing timber doors will be retained internally, but pinned back. Elsewhere on these elevations, the timber doors will be retained in a closed position. At the west end of the south elevation, an existing large but modified opening will have a new window, with steel framing, inserted in the place of a later timber bay with window.

On the south elevation, the existing non-original awnings over the door openings will be retained and refurbished. The narrow platforms to the north and south elevations will also be retained, but with stairs added to the new access doors and balustrading to limit pedestrian traffic along the (non-conforming) platforms. The balustrading will be in the form of aluminium-framed glazed panels located as required by statutory regulations.

The east and west triple gable ends of the shed will also be retained and refurbished. At the east end, the protruding platforms and awning will be removed, with any exposed openings infilled with glazing. The existing non-original arrangement in the central gabled bay, of three large openings set beneath a concrete lintel, will be retained, albeit with the existing doors removed. New steel-framed glazing and automatic glazed doors will be inserted into the central bay openings. At the west end, the later timber gabled addition on the south side will be removed, and as per the west end, any exposed openings infilled with bluestone. The non-original arrangement in the central bay, of three large openings set beneath a concrete lintel, will also be retained here. The two existing metal doors will be retained, albeit modified at bottom to address storm water management. A matching pair of metal doors, removed from the east end, will be inserted here, to complete this set of openings.

Internally, the shed is proposed for subdivision into new front and back of house spaces, with a large volume maintained in the western half of the building. The original central carriageway (lowered dual railway tracks with adjoining loading platforms) will be retained, with raked theatre seating installed largely within the space. Partitions will be used to create spaces within the original volume, including spaces with ceilings over but the volume above retained, thereby exposing the original timber roof trusses and posts and beams. Food and retail outlets (see below) will be introduced to the eastern part of the shed, with the existing volume retained in the central area.

### **Services**

The adaptation of the building will require significant upgrading and introduction of new services. As part of these works, and where achievable without damage to significant fabric, the existing but redundant services will be demolished back to the point of supply, and capped. Existing service penetrations, where no longer required, will also be patched and repaired.

Regarding new services, the approach will be one where they are introduced to the Goods Shed with care, in order to minimise their physical and visual impacts. However, as noted above, in principle approval is sought at this stage for the introduction of new services. Further information and detail about these aspects of the proposal will be provided.

### **Retail spaces**

The detail of the proposed fitouts of the individual retail spaces in the eastern part of the shed is not yet available, as this will relate to individual tenancy requirements. This is also an aspect of the proposal for which in principle approval is sought for the general approach as indicated in the submitted documentation.

### **Existing underground space**

As noted, there is an underground space/facility abutting the south-east corner of the Goods Shed. Its location is shown in Figure 11 and indicated in Figure 4. It is proposed that this space be utilised for services, the detail of which is to be provided.

#### 4.2.2 *Conservation*

The drawings lodged with this application detail the proposed conservation works, including repairs and restoration, to the Goods Shed. For the stonework, proposed works include cleaning, repointing, filling of holes and paint removal. Timberwork and joinery is also proposed for repair and refurbishment, as required. Timber members and beams will be retained where possible, and repaired and strengthened where required. Some will also likely require replacement, subject to engineering advice, for structural reasons.

Works to the stormwater system, and roof and rainwater goods, are detailed in the drawings.

Regarding the skylights, the existing timber frames will be retained and repaired for reuse in the new roofing, where suitable. Where in a poor state of repair, new skylights will be fabricated to match the original.

Historic painted signage, including internal signs within the Goods Shed and numerical signage relating to the Goods Shed loading bays and doors, is also proposed to be retained.

#### **4.3 Landscaping**

New landscaping is proposed for the whole of the development site, including the proposed 'Public Plaza' area between the Goods Shed and north station building; the 'Hotel & Goods Shed Courtyard' on the west side of the shed, and south of the hotel; the setback to Nolan Street on the north side of the hotel, where the main hotel entry will be located; and elsewhere in and around the Goods Shed, new hotel, carrier's office to Lydiard Street North, and associated with the new car parking and vehicle access.

The works will comprise a variety of hard and soft landscaping, including lawn areas, terraces, shrubs and trees, and low rendered walls and hedging to define spaces. The hard landscaping will include a variety of surface treatments, including contemporary materials, incorporating bluestone, sandstone, brick, asphalt, plain and coloured concrete, which variously draw on or complement the existing palette of materials of the station complex. An innovative 'striped' treatment is proposed for the 'Public Plaza', with numerals laid down in an interpretive manner to reflect the historic loading bays and doors to the Goods Shed on its south side. Remnant railway lines will also be retained in part, albeit to a limited extent, to the east of the Goods Shed and running through to the entrance doors in the central gabled bay.

#### **4.4 Vehicle access, movement and car parking**

##### *4.4.1 Vehicle access and internal road*

A new double lane internal road, for public use, is proposed for the site. It will follow a north-south alignment, via a new double vehicle entry and exit point at Nolan Street, then will turn to the west near the south-east corner of the Goods Shed, with the road crossing the 'Public Plaza', to another entry and exit at Lydiard Street North. The latter is largely on the same site as the existing vehicle entry to the railway reserve.

The internal road will provide for vehicle movement across the site. This includes access to the proposed at grade car park (for conference centre patrons) between the Goods Shed and Nolan Street; and access to the proposed commuter car park building in the north-east area of the development site.

##### *4.4.2 At grade car park*

The proposed at grade car park for conference centre (Goods Shed) patrons will be located on the north side of the Goods Shed, between the building and Nolan Street. It will be separated from the historic building by in the order of six metres, with hard and soft landscaping proposed for this setback area. The car park will be surfaced with asphalt. The historic weighbridge will be retained within the footprint of the car park area.

#### 4.4.3 *Commuter car park*

A new commuter car park is proposed to be constructed in the north-east of the subject area of the railway reserve. It will be a multi-deck structure, between one and three levels, with the lower level set below the existing grade in this area of the site. On its south side, where it is closest to the Goods Shed, it will have an effective height of one storey, with the levels on the north side following the lower grade. The building will be constructed of concrete with a steel frame, with perforated metal and vertical blade external screens, and pedestrian ramps located on the east and south sides of the building.

#### 4.4.4 *Bike parking*

Bike parking and bike racks are proposed for several locations around the development site, including in association with the hotel, Goods Shed and internal road (east of the Goods Shed). The racks will be in small clusters, allowing them to be distributed across the site.

#### 4.5 **Weighbridge**

The historic weighbridge is proposed to be retained in situ. It is located within the footprint of the at grade carpark, and given the public access to this area of the site, a safety fence is proposed to surround the weighbridge. A small interpretive plaque is also proposed, to draw attention to the history and function of the weighbridge.

#### 4.6 **Signage**

A variety of signage is proposed for the site, in association with the hotel and the new uses and functions to be introduced to the Goods Shed. The location of the signage is identified in the submitted documentation, as is the general nature of the signage, but further details relating to the format, materials, dimensions, fixing and the like are to be provided.

The proposed signs will include way finding; 'GOODS SHED' branding; retail entry banners; and entry signage. The hotel will also have 'QUEST' signage.

#### 4.7 **Subdivision**

The proposed subdivision, as shown in the plan of subdivision, will result in five lots. The lots will comprise:

- VRI building at north-west of site (Lot 1)
- Hotel site (Lot 2)
- Goods Shed site, with associated land area extending to the west (to Lydiard Street North) and north (Nolan Street) (Lot 3)
- 'Public Plaza' between the Goods Shed and north station building (Lot 4)
- New internal roadway
- Remainder of railway reserve area south of the internal roadway and through to Peel Street to the east (Lot 5)

#### 5.0 **Heritage impacts**

This section of the report addresses the heritage impacts of the proposed redevelopment. In addressing the impacts, reference is also made to the 2002 CMP (in particular see Table 1).

#### 5.1 **Hotel**

The proposed new hotel building will be located in the north-west of the railway reserve, between the Goods Shed and the elevated VRI building. This area of the site is considered to be less sensitive in heritage terms than the railway area further south. While it is a visible part of the site, it is at a lower grade in terms of the surrounding streetscapes, and sited at some distance from the more heritage sensitive core of the station complex to the south. The Goods Shed is proximate, but the north and south station buildings, and the engine shed, are further away. The new building will not be associated

with, or intrude into the setting of, the core of significant railway buildings where development was concentrated from the 1860s. The site of the hotel is also currently very utilitarian in character, and has recently been used for informal commuter parking.

The introduction of a new building of some scale and footprint into this context can be contemplated, without unacceptable heritage impacts.

The following points are also noted:

- The contemporary design of the hotel is appropriate, and utilises materials which are sympathetic to the station buildings, in particular the grey toned materials and bluestone cladding which reference the heavy bluestone of the adjacent Goods Shed.
- The proposed hotel will be detached and set-off from the Goods Shed, allowing the historic building to remain freestanding and not physically encumbered by a new structure.
- The hotel's long rectilinear footprint, with a narrow rather than a spreading form and massing, will limit competition with the Goods Shed and allow it to continue to read as a dominant building, with a substantially larger footprint, in this area of the station reserve.
- The hotel's freestanding rectilinear plan, its long east-west alignment, and its overall proportion, are generally consistent with those of the large heritage buildings on the site.
- The placement and siting of the hotel, while accommodating a building of up to five storeys, takes advantage of the low grade in this part of the railway reserve, to help limit and minimise the impacts of its scale.
- The placement and siting of the hotel will also:
  - retain long-standing views of the gabled west elevation of the Goods Shed from Lydiard Street North, and of the long north elevation from Nolan Street;
  - allow the Goods Shed to maintain its important visual relationship with the core of the historic station complex to the south;
  - maintain the significant visual relationship between the Goods Shed and the north station building, which reflects the historical connection and co-relationship between the two buildings which dates back to the early 1860s;
  - ensure the new building is at a very generous distance from the north and south station buildings, again allowing them to remain prominent and dominant buildings on the site, including the significant tower to the south station.
- Concentrating the massing of the hotel will assist in limiting impacts on views of the south station tower from the north-west.

## **5.2 Goods Shed**

The proposed adaptation of the Goods Shed for conference/convention centre and commercial/retail uses is, in the first instance, considered to be an appropriate new use for this long redundant building. Historic railway buildings of this type, by their very nature, pose challenges for adaptation. The generous internal volume; internally expressed roof construction; external arrangement of platforms to the long elevations, loading bays/doors, and railway carriage entries; and lowered internal railway tracks flanked by internal platforms, do not lend themselves easily to adaptation. A sensitive proposal such as this which largely seeks to retain and work with these historic items and internal characteristics and attributes, while introducing new partitioned spaces, compliant entries and exits, required services, and 'fitting' necessary elements – such as raked theatre seating – within the constraints of retaining significant building fabric and form, is supported. Of the works, only the proposed demolition of the protruding platforms and awning at the east end will involve removal of significant fabric. This is commented on below in relation to the 2002 CMP policies.

The proposed conservation works are also a highly positive heritage outcome. The latter, when combined with the new uses, will invigorate this important railway building as part of a larger redevelopment aimed at revitalising this underutilised area of the historic station complex. The

proposal will also provide a level of public and community access to the Goods Shed which has been denied for many decades.

The proposed new galvanised steel roof cladding, while not slate roofing, is an acceptable and appropriate replacement. The slate was removed from the roof of the Goods Shed during the middle part of the twentieth century, with the subsequent non-original cement roofing being a long-standing material. Replacing this with further non-original roofing does not materially impact on the building. The other station buildings also do not fully retain their original slate roofing. As outlined in the 2002 CMP, it has been replaced entirely on the north station building and engine shed, and on most of the south station building and train hall, including with modern steel cladding. The companion buildings to the Goods Shed are therefore not buildings with fully slated roofs. The proposed galvanised steel roofing to the subject building will not be out of place in this context, and will not impact on the presentation and appearance of the station overall; it is also commonly seen as an acceptable replacement roofing for nineteenth century buildings.

Regarding the skylights, and recognising the historic proliferation of skylights across the building which served a very specific purpose, these are no longer required for functional reasons in the adapted building. As such, the skylights are not proposed to be reinstated or replaced in full. They will also not be associated with the original roof form. The proposal to insert skylights into the more publicly visible north and south roof planes will however enable the skylights to be seen as traditional elements of the roof form.

The following points are also noted:

- The works to the Goods Shed have been designed to limit or minimise impacts where possible.
- Externally, there will be generally limited change to the significant form and fabric of the building, save for the demolition of the platforms at the east end. The removal of the western annexe, when combined with the external conservation works, will result in an enhanced appearance and presentation of the building.
- The internal partitioning is required to support the new uses and intended function of the building. Where possible, such works will avoid or limit physical impacts on the historic fabric of the interior; such works are also ultimately reversible.
- A substantial part of the interior will be retained as a large open space and volume, with the internal structure (timber roof trusses, posts and beams) and side walls exposed. This will maintain evidence of the historic internal form, scale and character of the shed.
- New services will be introduced with care, in order to minimise their physical and visual impacts, which is appropriate.
- The existing internal form of lowered central bay with railway tracks and flanking platforms will be retained. This provides direct evidence of the loading and unloading of goods, as per the historic function and operation of the building.

### **5.3 Landscaping**

The proposed landscaping will change the current character of this area of the station complex. While the current appearance is utilitarian and consistent with an underutilised railway reserve (particularly an area of the reserve which is mostly used for informal commuter car parking, the extent of which is illustrated in the recent aerial image at Figure 28), the landscape does little to enhance the appearance of the heritage buildings, or the presentation of the site as viewed from the surrounding streets. Straightforwardly, the current landscape detracts from the presentation of the heritage buildings and the site overall.

Accepting that there will be a change in landscape character, this aspect of the current proposal is again considered acceptable, given the proposed redevelopment and its anticipated outcomes. The new uses reasonably require a setting of greater amenity and enhanced presentation. The refurbished Goods Shed can also reasonably be seen in a setting which augments its presentation.

The overall open spatial quality of this area of the station complex will still be retained with the proposed landscaping. Importantly, the significant visual connections – such as that between the Goods Shed and the north station building – will be retained. The largely triangular area between these two historic buildings was the original focus of station activity (arrivals, departures, goods traffic), until the activity shifted south after the opening of the south station building in 1891. This area served as the yard where coaches and horses stood, while loading/unloading from the Goods Shed, with the entrance to the north station building directly opposite. The visual relationship between the Goods Shed and north station building is therefore important. This area also provides for views of the long elevations of the two related heritage buildings, both from Lydiard Street North and internally within the site. These views will be maintained with the landscaping. The original entrance elevation of the north station building will also not be obstructed.

The new hard landscaping materials will in addition complement the existing station materials, and will not jar or clash with the industrial aesthetics of the site. The proposed 'striped' treatment to the 'Public Plaza', with the associated in ground numerals, is supported as an interpretive device. The retention of a small portion of the remnant railway lines on the east of the Goods Shed is also a supported approach to interpreting the function and operation of the shed.

#### **5.4 Vehicle access, movement and car parking**

As with the proposed landscaping, the new internal road and dedicated car parking areas are required to support the new uses in this part of the site, and also to support the ongoing operation of the railway station with its high level of passenger and commuter traffic.

The double form of the roadway is a minimum requirement, for the safe passage of vehicles. Accepting this, the road will be confined to a limited area of the site, which is supported. As it heads south, the road will provide views to the east side of the Goods Shed; and where it turns to the west, views will also open up of the north station building and the long south elevation of the Goods Shed.

The use of the existing vehicle entry to Lydiard Street North will not result in an additional impact on the presentation and appearance of this part of the site. The new vehicle entry and exit point at Nolan Street will result in a change to this area, but one which will be softened by the proposed landscaping in this northern area of the site, including to the northern reserve boundary. Figure 9 illustrates the current condition of part of the northern boundary. The proposal for this area will not have a heritage impact, and when combined with the landscaping will significantly enhance the presentation of this area.

The landscaping will also assist in softening the appearance of the at grade car park. Importantly, the siting of the latter will take cars away from directly abutting the walls of the Goods Shed. Freeing up the Goods Shed from the visual impact of parked cars is a positive heritage outcome.

Bike parking, via bike racks, is another necessary component of a commuter railway station. The use of small clusters of racks across the site will assist in limiting any visual impacts. They are also set off from the walls of the Goods Shed, which is supported.

Regarding the proposed multi-deck commuter car park, it is acknowledged that this will be a large new building in the station context, particularly in regard to its footprint, although the design successfully minimises the impact of the required three level height. While acknowledging its necessity, the siting and design of the building has sought to minimise its presence and impact, particularly in relation to the Goods Shed and the core of the significant railway buildings to the south-west and south of the new building. As with the proposed hotel, the multi-deck car park will not be associated with, or intrude into the setting of, the historic railway buildings. It will have visibility to Nolan Street, but in an area of the site which is not associated with the main presentation of the railway station complex to Lydiard Street North. The location of the multi-deck car park hotel is also currently utilitarian in character. In terms of materials, the proposed perforated steel external cladding will relate to the screens of the hotel and

help these two new buildings to connect. For all of the above reasons, the impacts of the car park are considered acceptable.

## **5.5 Weighbridge**

The proposal to retain in situ, and interpret the historic weighbridge, is a positive heritage outcome. It will draw attention to the history and function of the weighbridge in this area of the site, and assist in maintaining in a very public context, a significant railway item.

## **5.6 Signage**

While the details of the proposed signage are not yet available, the general approach is supported in heritage terms. The number, siting and placement of the signs is generally acceptable, and sensitive to the station context and presentation of the Goods Shed. Retention of historic painted signage associated with the historic building is also supported.

## **5.7 Subdivision**

The new lots of the proposed subdivision will reflect different management and ownership arrangements in this area of the railway reserve. While the Goods Shed will be on a separate title to the remainder of the reserve, it will not lose its connection to the reserve, including to the core of historic buildings to the south. The internal roadway, as a public road, also requires a separate title. Importantly, the subdivision will not impact on an understanding of the station layout and planning, or inappropriately isolate historical elements of the site.

## **5.8 City of Ballarat heritage**

### *5.8.1 Adjoining heritage places*

Ballarat Railway Station has occupied this site since the 1860s, with the surrounding area evolving and developing, often with commercial development which relied on and related to the station traffic.

Section 2.2 above provides a summary of the historic, or heritage context, of the station site. The context includes significant individual heritage buildings and places, mainly with an address to Lydiard Street North and located to the south and west of the railway reserve. Several heritage precincts also surround or adjoin the station site, as indicated in the plan at Figure 2. These include HO170 Soldiers Hill Heritage Precinct, HO171 Lydiard Street North Heritage Precinct, and HO175 Humffray Street Heritage Precinct.

Without going to the detail of the valued heritage characteristics and significance of these nearby and surrounding heritage places, it is considered that the proposed development of the railway reserve will not have an adverse impact on their heritage values.

The proposal will introduce new buildings to the subject site which, while they are substantial buildings, will not be inconsistent with the existing development of the site. They will differ to the finer-grained residential and commercial development in adjoining and nearby streets, but in a way which is already a long established pattern of the subject site. The proposed buildings, including their footprint and scale, refer to the railway buildings; they do not necessarily refer to the surrounding residential and commercial development, from which they are separated. They can also do this without impacts on the surrounds, due to their railway reserve location.

Views of the historic railway buildings from the surrounding streets will also mostly be retained. The height of the hotel, as a visible new building in the Lydiard Street North/Nolan Street context, will be moderated by the lower grade of its site. While some views of the Goods Shed from the north-west will

be partly impacted by the hotel, the majority of existing views of this building will be retained, including from Lydiard Street North and from Nolan Street.

As already noted, the proposed landscaping will enhance the presentation and appearance of the railway reserve in this area of Ballarat. The proposed at grade car park, and new commuter car park, will help to manage and concentrate vehicle parking on the site, in a way which improves the character of the reserve as it is seen and appreciated from the surrounding streets.

While there will be significant and visible change on the station site, it is not a change which will diminish or detract from the heritage significance and character of the surrounding area of Ballarat.

#### *5.8.2 South station tower*

As noted, Ballarat is one of a very few nineteenth century railway stations in Australia to have a prominent clock tower (as per the south station building). Of relevance to this proposal is the avoidance of impacts on the tower's visibility and prominence.

The proposed hotel building, of four/five levels, is sited at a generous distance from the south station building and its tower. The commuter car park, of one/three levels, is also at some distance to the north. In both cases, the setbacks to the new buildings, and their partial use of a lower grade to accommodate their levels, will assist the tower to remain prominent and dominant within the railway reserve and in this area of Ballarat.

There is also the matter of the 'skyline views' of historic towers and spires in Ballarat. Council's Municipal Strategic Statement at Clause 21.06 'Built Form, Heritage and Design', has an 'Objective' under 'Urban Design' as follows:

Maintain important views and vistas within the Ballarat CBD including skyline views of spires and towers...

The south station tower is one of the towers which dominate the Ballarat skyline. With the current proposal, views of the tower from the south, where the CBD is concentrated, will not be impacted by the proposed new buildings, as none of these will be placed in the foreground of these views. In terms of the background views, and with reference to the Lydiard Street North site elevation included in the lodged documentation, the hotel's height as relative to the tower should prevent it from forming a backdrop. The same will apply to the commuter car park. Importantly, the Lydiard Street North site elevation, e with that of the Nolan Street elevation, indicate that the tower will comfortably remain the tallest built form element on the station site, with no sense of competition from the new buildings.

The tower is also prominent in some views from the north, including from Lydiard Street North and Nolan Street; and in the case of the latter over the top of the Goods Shed and/or the north station building. The proposed hotel and multi-deck car park will impact on some of these views, but not all. For instance, the Nolan Street view of the tower over the top of the Goods Shed will remain. Views of the tower also open up as the observer comes closer, including from Lydiard Street North. The new buildings will not intrude in these more proximate views.

Importantly, the significant view of the tower from Lydiard Street North (Figure 31), which takes in the north and south station buildings and the main entrance to the railway station; and the significant view from the south (Figure 32), will not be impacted.

### **5.9 Conservation Management Plan**

The following are relevant extracts, policies and recommendations from the 2002 CMP, with comments following. The extracts are paraphrased or reproduced as direct quotes. For ease of understanding, and recognising that some of these matters have already been commented on above, a tabular format is used. This is followed by the CMP levels of significance plan, reproduced at Figure 29; and the plan showing areas of potential development, reproduced at Figure 30.

Table 1 Relevant CMP policies and recommendations

CMP policy/recommendation	Comment/response
Goods Shed	
<p>The Goods Shed is identified in the CMP as being of primary (highest level) significance, for its aesthetic and historical values. For the exterior and interior, all nineteenth century fabric, roof form and interior and exterior raised loading platforms, but excluding later timber canopy, are identified as significant. At the east end of the building, the short platform on the south side, and the longer platform on the north side are also identified as primary elements, with the c.1920s timber canopy over the latter and the WC identified as being of contributory (secondary level) significance and historical interest. The weatherboard western addition/annexe to the Goods Shed is of little or no significance, as are the internal partitions to the building.</p> <p>The CMP notes that for the Goods Shed, it is 'essential that all original fabric be retained and conserved'. This includes the raised platforms internally and externally, which demonstrate the original function of the building. In regards to the roof, the CMP states that it 'should preferably be reclad in its original material, slate, at such time as it is to be replaced'. Removal of the later weatherboard annexe at the west end, of no significance, would 'reveal the original external bluestone wall'.</p>	<p>The proposal for the Goods Shed is consistent with the CMP policy and recommendations in relation to the retention of original fabric, save for the external platforms protruding from the east end. The removal of the weatherboard annexe at the west end will also reveal the original wall.</p> <p>The demolition of the extended east end platforms is required to accommodate the new road on the east side of the building, which in turn is a key element of the new access into and through this area of the site. Their removal will also help facilitate entry to the new internal retail tenancies in the east end of the building. The removal of these elements is acknowledged as a heritage loss. However, this action is balanced by the retention of the building overall, including the internal and external platforms. The historical loading function of the Goods Shed will continue to be evident, and demonstrated, by retention of these other platforms.</p> <p>Regarding the CMP preference for the roof to be reclad in slate, this is already commented on above at Section 5.2.</p>
Weighbridge	
<p>The weighbridge is identified in the CMP as being of contributory significance for its technological values. The CMP notes that the weighbridge and shed, while not associated with the significant nineteenth century phase of development of the site, are important 'in that they demonstrate the goods activities associated with the railway station complex'. It also states that 'the weighbridge frame and shed should be retained, preferably in situ'.</p>	<p>The proposal is consistent with this CMP policy and recommendation, with the weighbridge and its mechanism being retained in situ. The weighbridge shed (or hut) was removed in 2014, after it was burnt down.</p>
'Historic core' of the railway complex	
<p>The 'historic core' of the station complex is identified in the CMP as an area of primary significance, for its aesthetic and historical values. The area comprises 'the core of nineteenth century buildings, viz station buildings and train hall, carrier's office, goods shed, engine shed and water tank base'. The area outside the 'historic core', being the remainder of the railway</p>	<p>The 'historic core' of Ballarat Railway Station will be retained with this proposal, and will not be impacted by the new development. No new buildings will intrude into the core, and nor will the new development impact on the visual connections between the historic buildings. Parts of the land area of the</p>

<p>reserve, is of contributory significance for its aesthetic and historical values.</p>	<p>'historic core' will be landscaped, an action which is commented on above and is supported in heritage terms.</p>
<p>Area between Goods Shed and north station building</p>	
<p>The area between the Goods Shed and north station building, according to the CMP, has 'historically remained free of major structures, and provided access to the original station entrance prior to construction of the south station building...and it is from this area that the facades of the [Goods Shed and north station] buildings can be appreciated'. The CMP recommends that the 'open spatial quality of this area should be maintained'.</p>	<p>The proposal is consistent with this CMP policy and recommendation, also as commented on above.</p>
<p>Use &amp; adaptation</p>	
<p>Regarding adaptation in general, the CMP states:</p> <p>Within the individual buildings there is scope for some alterations and adaptation, as noted previously. Where adaptation works include alterations to individually significant areas and elements, they should however be designed to have minimal physical impact on significant fabric, and where feasible, should be reversible. The functional and physical adaptation of the buildings is generally supported from a conservation viewpoint, provided it does not diminish the identified significance of the buildings. In some cases, the unique nature and characteristics of the structures constrains to a large degree the type of uses which could be considered compatible, as outlined in the following sections.</p> <p>For use and adaptation of the Goods Shed specifically:</p> <p>While continuing use of the goods shed for railway purposes is preferred, this may be difficult to achieve if the freight is to be relocated the station, as is being considered.</p> <p>In this eventuality a use which has minimal physical impact on the original fabric is essential. A use which is compatible with the railway is preferred and reversible alterations, which might be required, could be accommodated internally. Such uses might include a storage/warehouse facility or retail. Until such time as a long term viable function is found, car parking could be accommodated in the building in the interim.</p> <p>The railway tracks leading into the building and within it should be retained in order to demonstrate the original freight use of the structure, however</p>	<p>For the Goods Shed, the proposed adaptation is 'designed to have minimal physical impact on significant fabric'; it is also ultimately reversible. The identified new uses will have 'minimal physical impact on the original fabric'.</p> <p>Retail is identified as a possible new use of the Goods Shed in the CMP, and it is proposed for the east end of the building.</p> <p>The proposed adaptation will retain a small section of the 'railway tracks leading into the building' at the east end. Internally, the tracks will also be retained as part of the building/floor fabric, but will not necessarily be visible. The flanking raised platforms are also retained.</p> <p>For the weighbridge, and as already noted, it will be retained in situ, with a small interpretive plaque. The surrounding area will be given over to car parking, which is consistent with this policy direction.</p>

<p>internally they may be boarded over. The flanking raised platforms should also be retained.</p> <p>In relation to the weighbridge:</p> <p>Dating from c.1910, the weighbridge is not associated with the significant phase of development of the station, however, as an element of interest demonstrating the functioning of the complex, it should be retained and, as stated previously, preferably in situ. The surrounding area may be asphalted to provide a level surface over which vehicles can drive, if required. Interpretative signage should be installed within the road surface or nearby.</p>	
<p>Landscape</p>	
<p>According to the CMP, the mature stands of poplars along the north and south embankments ‘while not of historical significance, contribute nevertheless to the aesthetic qualities and setting of the complex and to its landmark qualities’. The report notes that ‘it is desirable that they be retained’.</p>	<p>Mature trees on the north embankment of the railway reserve, outside the area of the proposed development, will be retained.</p> <p>Other trees associated with the development area will, for the most part, be removed. This is required for construction purposes, and elsewhere as part of the new landscaping. While the CMP does not specifically identify the mature trees as being historically significant, the contribution of the trees and vegetation generally ‘to the aesthetic qualities and setting of the complex’ is acknowledged. The proposed new and replacement landscaping recognises this. The subject area of the railway reserve will have an enhanced landscape character and setting to the heritage buildings through the proposed development. This approach is supported from a heritage perspective.</p>
<p>Car parking</p>	
<p>On car parking, the CMP acknowledges that it is ‘is not inconsistent with the traditional activity which occurred around the complex’. For new car parking, the location ‘requires careful consideration with regard to [any] physical and visual impact it may have on significant elements and areas’. Surface car parking ‘could be located on any ground which surrounds the principal buildings and which does not adversely impact upon the track work and similar features’.</p> <p>The CMP also states:</p> <p>A multi-level car parking building could be accommodated within the southern embankment in the area to the south-east of the engine shed,</p>	<p>The proposed car parking, both at grade and in a new multi-deck building, is commented on above. It is largely consistent with the CMP, albeit no car park is proposed for the south area of the railway reserve.</p>

provided that the structure did not rise above the embankment level.	
Signage	
<p>The CMP includes the following policy on signage:</p> <p>Modern internally illuminated advertising signs for activities and services contained within the complex would not necessarily be incompatible with the station buildings or precinct. They should not be affixed to any registered structure in a manner which negatively impacts upon any original fabric. They should be sited in a manner, and be of a size, which does not adversely affect views of the principal structures.</p>	As noted, the details of the proposed signage are not yet available. However, the indicative proposal is generally consistent with the CMP policy and recommendation.
Services	
<p>The CMP includes the following policy on services:</p> <p>In areas of primary and contributory significance, services required to comply with fire safety and emergency egress requirements, such as reticulation for sprinklers and wiring for smoke detection systems, should be concealed wherever possible.</p>	The introduction of new and enhanced services is proposed. At this stage, subject to the provision of more detail, in principle approval is sought. The CMP policy is acknowledged, and will guide the sensitive placement and concealment of new services.
Interpretation & display	
The CMP recommends that interpretation, including interpretive signage, be provided throughout the site.	The current proposal does not include a detailed interpretation strategy or plan. However, elements of the proposed works are interpretive. These include the 'striped' treatment with numerals for the 'Public Plaza', laid down in an interpretive manner to reflect the historic loading bays and doors to the south side of the Goods Shed; retention of some remnant railway lines including those to the east side of the Goods Shed; retention and interpretation of the weighbridge; and retention of historic painted signage associated with the Goods Shed.
Development of the railway reserve	
<p>In regards to 'areas' within the reserve, the CMP states:</p> <p>Although the site boundaries of the complex have remained more or less unchanged since the complex was developed in 1862, there is some scope for sensitive development in areas identified as being of lesser significance. Areas of significance and areas where potential development may be considered are depicted on the site plan [reproduced in this report at Figure 30].</p>	<p>The new buildings – hotel and car park – are largely proposed for areas of the railway reserve which are outside the area of primary significance (see Figure 29) and outside the area identified as having 'no new major structures' (see Figure 30). Importantly, the new buildings will be located in the area identified in the CMP as having 'scope for sensitive new development' (Figure 30).</p> <p>Regarding the policy relating to the 'northern perimeter' of the site, this is noted as an area</p>

<p>The CMP also has a policy statement in relation to the 'northern perimeter' of the site:</p> <p>The northern perimeter of the site does not contain any significant items other than the weighbridge...and is of no individual significance other than as part of the precinct overall. New development could feasibly occur in the area bordering Nolan Street. The siding network should be photographically documented prior to removal for archival purposes, and remnant sections of nineteenth century rail identified and recorded.</p> <p>Residential development would be appropriate in view of the residential nature of Nolan Street, and should respond to the local neighbourhood character. Development should not exceed three storeys, and a curtilage of a minimum of 10 metres from the loading platform on the north elevation of the good shed should be maintained.</p>	<p>where 'new development could feasibly occur...bordering Nolan Street'. The proposed development will be located in this general area, albeit the hotel building will not 'border' Nolan Street. Residential development is flagged as a possibility in this area by the CMP, and in line with that, the CMP identifies a height of three storeys 'to respond to the local neighbourhood character'; and a 10 metre setback of new development from the north side of the Goods Shed.</p> <p>While accepting the direction of the CMP, residential development to Nolan Street is not planned in this case. Rather, freestanding buildings, set off from the Goods Shed and not in its north setback, and of a height which does not impact on the station complex or dominate individual buildings are proposed.</p> <p>As already noted, and as an acceptable alternative approach, the new buildings are generally consistent with those of the large heritage buildings on the site in their overall proportion and through adopting a freestanding rectilinear plan on an east-west alignment.</p>
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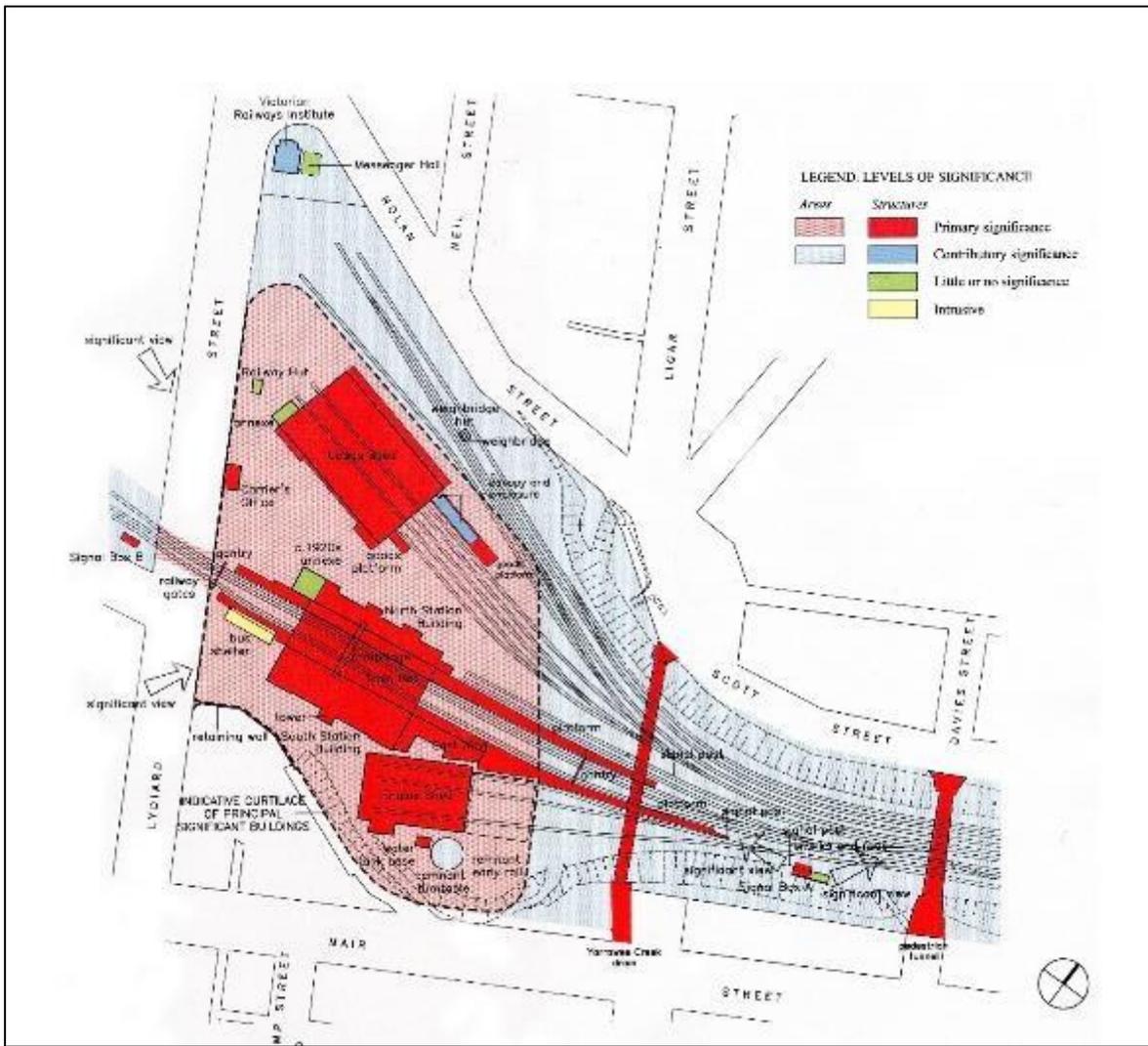


Figure 29 Levels of significance plan  
Source: 2002 CMP

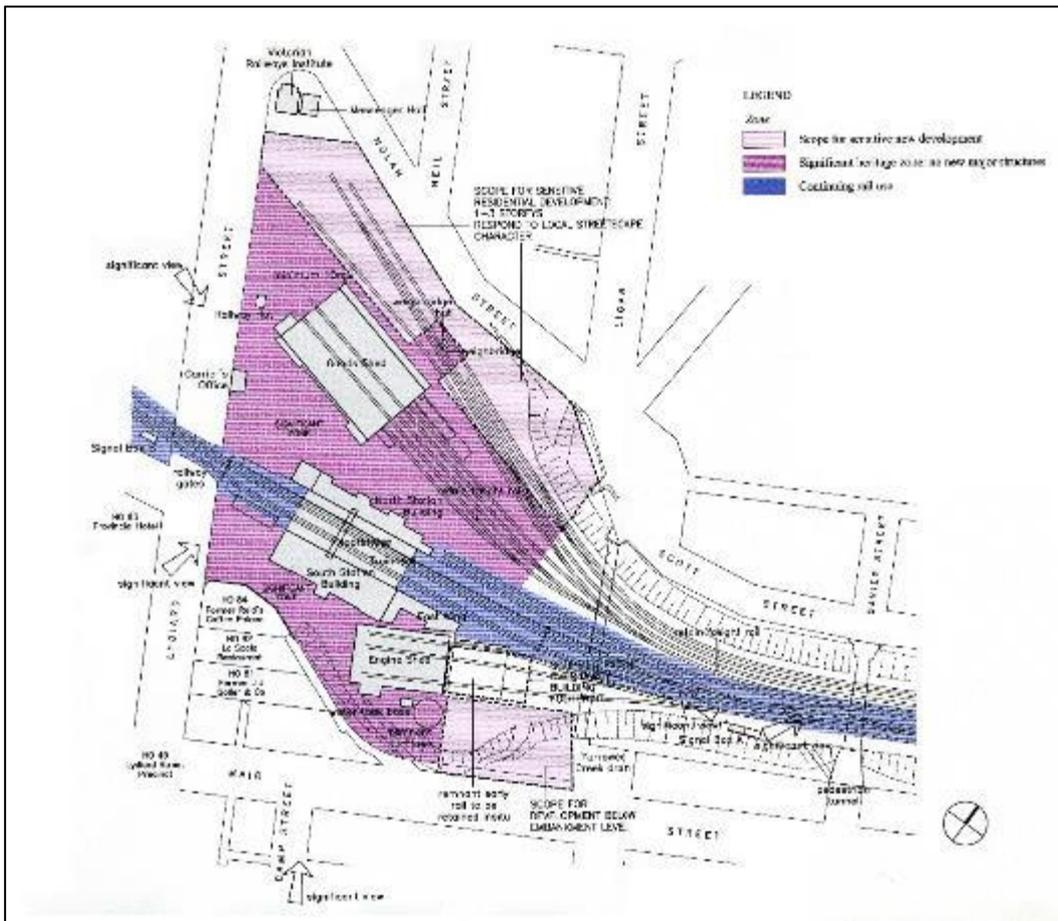


Figure 30 Plan showing significant heritage zones and areas for new development  
Source: 2002 CMP

## 5.10 Concluding comments

Ballarat is one of the most significant railway station sites in Victoria, and one of the earliest, largest and most comprehensive of Victoria's surviving nineteenth century railway station complexes. At its core is the group of distinctive 1860s buildings, including the Goods Shed, which form a railway grouping which is unique in the state in terms of age, scale and intactness.

These significant attributes of the station site will not be impacted by the proposed redevelopment. The hotel and multi-deck car park will constitute new buildings which are introduced to the site, but they are located away from the core of significant buildings, and in areas of the site which are currently of utilitarian character and use. They will also not compete with, or detract from, the prominence of the heritage buildings.

The scale, complexity and grandeur of the station, which reflects the importance of rail transport generally in the mid- to late-nineteenth century, and the economic and social standing of Ballarat, will be maintained with this proposal. The landmark status of the complex, enhanced by the south station tower, and the important historical and visual relationships with the surrounding area including Lydiard Street North and Nolan Street, will also be maintained. The understanding of the relationship between the railway station and development on Lydiard Street North, including properties associated with hospitality, accommodation and warehousing, will also not be impacted. The site of the proposed buildings will in no sense detract from these historical relationships and connections.

The adaptation of the Goods Shed has been designed with sensitivity to the building and its significant qualities, and will introduce new uses which are appropriate for this redundant heritage building. The proposal will bring people into the building, giving them an opportunity to experience its generous

internal volume and to appreciate its robust and tactile materiality. The refurbished Goods Shed, with its new found accessibility, will be a welcome addition to the collection of highly significant and highly valued public heritage buildings in Ballarat, and at the station.

The proposal overall also has a high level of compliance with the 2002 CMP.

Images of other station buildings and structures



Figure 31 Ballarat Station as seen from Lydiard Street North



Figure 32 South station building, with tower



Figure 33 Engine shed, south elevation, with free-standing bluestone water tank at centre right



Figure 34 North station building



Figure 35 Train hall, with north station building at left, and south station building at right



Figure 36 Carrier's office, east elevation



Figure 37 Signal box A



Figure 38 Signal box B



Figure 39 Pedestrian and creek tunnels, east end of railway reserve, as seen off Scott Parade



Figure 40 VRI building, north-west corner of railway reserve



Figure 41 Messenger Hall, north-west corner of railway reserve



Figure 42 Water tank, south side of engine shed



Figure 43 Boom gates, Lydiard Street North



Figure 44 Signal gantries, looking west



Figure 45 South side of railway reserve, showing embankment and retaining wall





# Victorian Heritage Database Report

Report generated 15/12/16

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## BALLARAT RAILWAY COMPLEX



BALLARAT RAILWAY COMPLEX SOHE  
2008



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1 ballarat railway complex front view with tower feb1984



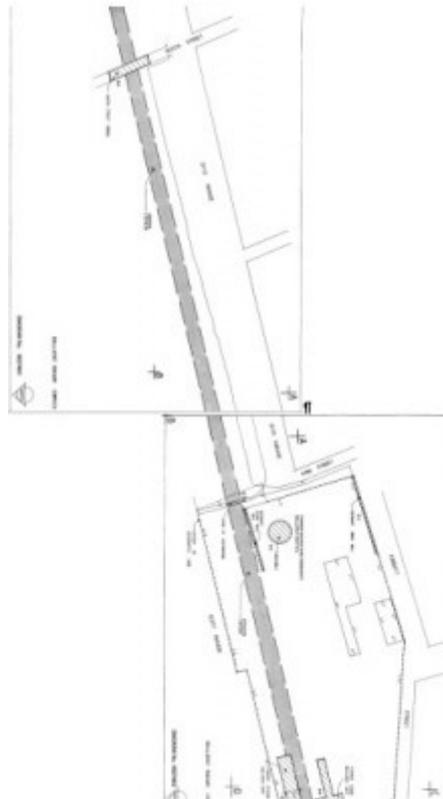
ballarat railway complex interior of station building



ballarat railway complex signal box & gates



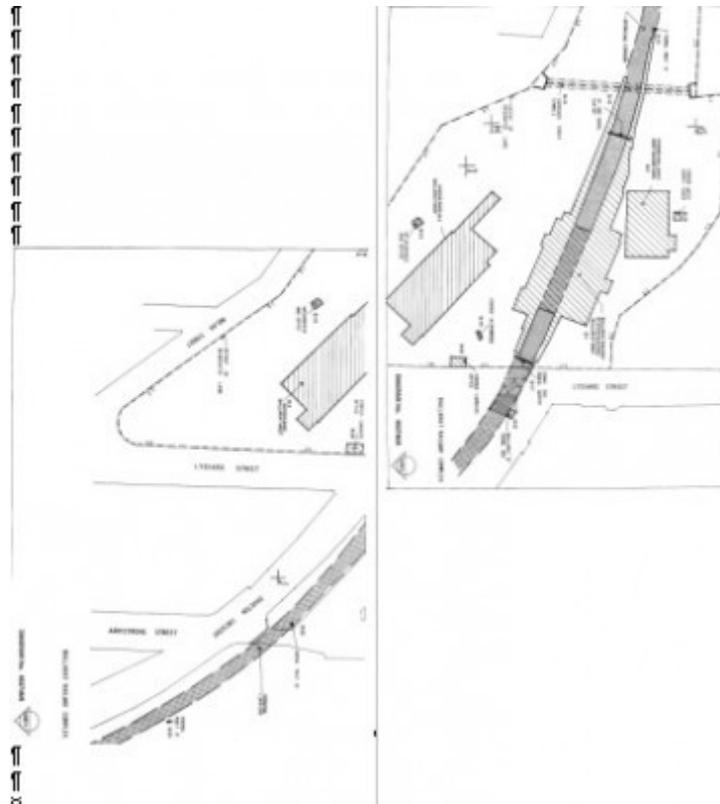
ballarat railway complex site view



ballarat railway station registration plans1and2



ballarat railway station registration plans3and4



ballarat railway station registration plans5and6

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## Location

140 LYDIARD STREET NORTH BALLARAT CENTRAL and 202 LYDIARD STREET NORTH and NOLAN STREET SOLDIERS HILL and SCOTT PARADE and 60 CORBETT STREET BALLARAT EAST and 75 HUMFFRAY STREET NORTH BAKERY HILL, BALLARAT CITY

## Municipality

BALLARAT CITY

## Level of significance

Registered

## Victorian Heritage Register (VHR) Number

H0902

## Heritage Overlay Numbers

HO59

## VHR Registration

August 20, 1982

## Amendment to Registration

November 26, 1998

## Heritage Listing

Victorian Heritage Register

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## Statement of Significance

Last updated on - August 30, 1999

The Ballarat Station Complex is of historical, architectural, social and technological significance at State level.

Its historical significance arises from considerations of the following factors:

\* Together with the Sandhurst (Bendigo) line, the Geelong-Ballarat railway was the first of the colonial government's main trunk lines, opened in 1862, and built to the best British standards of construction. These standards were never to be repeated. Most of the present complex dates from this period. Ballarat is the largest complex to have been built at this time.

\* The Government's decision to built one of its first trunk lines to Ballarat recalls the great importance of a Ballarat and East Ballarat as an economic centre in the colony and the largest mining centre of the world famous Victorian central goldfields. The entire complex is expressive of this decision arising from Ballarat's economic importance.

\* The railway acted as a catalyst for the development and redevelopment of Lydiard Street North throughout the nineteenth century. Given Lydiard Street North's national importance as a thoroughfare founded on wealth produced through gold mining activity, as indeed the important economic social and political role Ballarat played in the State's development because of this gold-based wealth the station complex plays a crucial role in the interpretation of the fabric of this street.

\* Ballarat Station was the colony's busiest non-metropolitan station for a period during the nineteenth century, its pre-eminence only being surpassed at different times by Echuca and Geelong. The entire complex is expressive of this fact.

\* The construction and development of the Ballarat station site recalls the roles of the following senior offices of the Victorian Railways Department:

George Darbyshire, Engineer-in-Chief (1856-1860).

Thomas Higginbotham, Engineer-in-Chief (1860-1878).

Patrick Brady, Senior Architectural and Mechanical Draughtsman (1857-1867 and possibly later).

These men are likely to have had responsibility for the development of the complex during the first decade.

George W Sims, Chief Draughtsman (c. 1878- ?) had responsibility for the 1888 additions as well as the signal boxes (buildings only).

JW Hardy, Chief Architect of the Way and Works Branch (1908-1918) had responsibility for the additions to "A" Box, based closely on a design developed under Sims.

With the exception of Hardy, whose involvement was minor, the Ballarat complex was a major example of the work of these senior officers.

The architectural significance of the complex is borne out by the following information:

\* Together with Maryborough, Albury (NSW), Port Pirie (SA) and Brisbane Central (Qld), Ballarat is the only nineteenth century station built at the national level to have a prominent clock tower.

\* Together with Geelong and Normanton (Qld), Ballarat is the only surviving nineteenth century station building now retaining a substantial and imposing train hall. It is representative of others, now demolished including Adelaide, Port Adelaide and Brisbane Central.

\* The train hall and clock tower symbolise Ballarat's importance as a provincial city and simultaneously recalls the status of rail travel in the Victorian age.

\* In Victoria, Ballarat compares in size with Geelong and Bendigo and in layout to the extent that it has an approach road surrounded by passenger and freight handling buildings. Given the destruction of Bendigo by fire and the pending demolition of the Geelong goods shed, Ballarat's intact state will be unique in this respect, recalling the planning principles of early British terminal stations.

\* the Goods Shed compares closely with Ballarat East and to a lesser extent with Little River, Riddells Creek, Malmsbury and Kyneton. It is the largest bluestone goods shed in Victoria.

\* The former Engine Shed compares with Bendigo and Echuca but is the only example of this 1860s design to be erected in bluestone.

\* The Carrier's Office recalls other timber offices in Ballarat, now demolished, and offers insights into nineteenth century freight handling methods. It is unique at the State level at least for its flamboyant design.

The social significance of the complex arises not only from its use as a point of arrival and departure on journeys undertaken prior to and following the advent of the motor car but also from the nature of the trips. Ballarat Station was used by race patrons for five racecourses in the district and special trains were run at holiday times to Burrumbeet Park and to the Lal Lal Falls. Special timetables applied during recognised holiday periods and the station was for a period the focus for local passenger services to Skipton, Waubra, Buninyong and Daylesford. Its existence gave rise to the construction for the "Provincial" Hotel, Reids Coffee Palace and "Victoria House," and it was approximately three quarters of a century a transfer point for rail and tramway passengers.

The technological significance of the complex hinges on the survival of bull head rail in the former carriage shed, the evidence of the removed locomotive traversers in the engine shed, and the signal boxes. The bull head rail,

secured to the sleepers with wooden keys, was superseded by 1873 and recalls traditional British railway practice and the comparatively small locomotives, in use at that time.

The signal boxes recall late nineteenth century safe working practices. Today, Ballarat retains the largest surviving interlocked installation in the state. The Winters block telegraph instruments are now rare and the sector gates similarly depleted, comparing only with Ballarat East, Ballarat C & D, Kyneton in country areas. The modified type 6 frame in Ballarat "B" Box is unique at the State level and compares with type 6 frames elsewhere. They were once commonplace.

The Signal Gantries postdate construction of the 1888 additions. They compare with the gantries which existed at Bendigo and Flinders Street Station, now demolished, and have significance as the largest surviving installations of its type to be fitted exclusively with somersault signals. They form an essential component in the interpretation of the role of "B" Box, but they did not exist for the first fifty years in the life of the early station buildings.

## Permit Exemptions

Nil

Construction dates	1862,
Heritage Act Categories	Heritage place,
Other Names	BALLARAT RAILWAY STATION, EAST ENGINE SHED, RAILWAY BRIDGE AND EMBANKMENT, RAILWAY CARRIAGE SHED, RAILWAY GOODS SHED,
Hermes Number	68
Property Number	

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## History

Associated People:

## Extent of Registration

## NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under section 46 that the Victorian Heritage Register is amended in that the Heritage Register Number 902 in the category described as a Heritage place is now described as:

Ballarat Railway Station Complex, Ballarat, Ballarat City Council.

### EXTENT:

1. All of the buildings and structures known as the Ballarat Railway Complex: Ballarat Railway Station Building, Ballarat West B1; former Railway Engine Shed, Ballarat West B2; Goods Shed, Ballarat West B3; former Engine Shed Remnants, Ballarat East, including remnant stone wall, brick wall and turntable B4; Peel Street Railway Bridge and Embankment B5; Queen Street Bridge B6; King Street footbridge B7; former goods shed, Ballarat East, including external island platform at east end and stone wing wall at West end, but excluding roof over platform at east end B8; former station site, Ballarat East, including platform walls, station building foundation walls to threshold level and roadside kerb B9; signal box, Ballarat East, including the signal level frame and all fittings, two sets of associated sector gates at Humffray Street and all gate and signal control rodding within the area adjoining the signal box shown hatched B10; Davies Street subways B11; Ballarat A signal box, including the signal level frame and all fittings, all signal control rodding within the area adjoining the signal box shown hatched B12; signal mast No. 21, complete with all fittings and signal control rodding extending to a point 2 metres from the base of the mast B13; Yarrowee Creek tunnels B14; former water supply tower B15; up-end signal gantry, complete with all fittings and including signal control rodding extending to a point 2 metres from the base of the gantry B16; down-end signal gantry, complete with all fittings and including signal control rodding extending to a point 2 metres from the base of the gantry B17; former weighbridge B18; weighbridge and associated office B19; former carriers office B20; Ballarat B signal box, including signal lever frame and all fittings, one set of associated sector gates at Lydiard Street and all gate and signal control rodding within the area adjoining the signal box shown hatched B21; signal mast No. 33, complete with all fittings and signal control rodding extending to a point 2 metres from the base of the mast B22; signal mast No. 31, complete with all fittings and signal control rodding extending to a point 2 metres from the base of the mast B23; and shown on Plans 602746/1-602746/6 inclusive, held by the Executive Director, Heritage Victoria.

2. The land marked L1, L2, L3 and L4 on Plan Nos. 602746/1-602746/6 inclusive, endorsed by the Chairperson, HBC and held by the Director, Historic Buildings Council, being all of the land described in Certificate of Title Volume 1882 Folio 376320, Volume 386 Folio 77069 and Volume 2863 Folio 572428 and Alotment 2C Section B3 in the Township of Ballarat East, but excluding an 'operating corridor' as shown on Plan Nos. 602746/1-602746/6 inclusive, held by the Executive Director, Heritage Victoria.

Dated 5 November 1998.

RAY TONKIN

Executive Director

[*Victoria Government Gazette* G 47 26 November 1998 pp.2890-2891]

*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 1995. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place data owner.*

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

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