

Puffing Billy Railway, Victoria Conservation Management Plan

Prepared for Emerald Tourist Railway Board (trading as Puffing Billy Railway)

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19 April 2018

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Document information

Report to:	Emerald Tourist Board (Puffing Billy Railway)
Prepared by:	Leah Tepper Adam Black
Date:	19 April 2018
Biosis project no.:	25456
File name:	25456.PuffingBilly.CMP.LMT.FIN02.20180419.docx
Citation:	Biosis 2018. Puffing Billy Railway, Victoria. Report for Puffing Billy Railway. Authors: Tepper L & Black, A, Biosis Pty Ltd, Melbourne. Project no. 25456
Front cover image:	Puffing Billy (Spiden, ca. 1950-1963)

Document control

Version	Internal reviewer	Date issued
Draft version 01	Gary Vines and Asher Ford	16/11/2017
Final version 01	GV	6/03/2018

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Summary

This Conservation Management Plan (CMP) for the Puffing Billy Railway was commissioned by Emerald Tourist Railway Board (trading as Puffing Billy Railway) in order to meet statutory heritage requirements for the proposed upgrade of existing facilities and the building of new facilities as part of the Puffing Billy Railway Master Plan.

The purpose of the management plan is to:

- Consider and identify the heritage values of places,
- Provide guidance on potential new development, and,
- Identify appropriate management policies to ensure heritage values are maintained and conserved.

The CMP includes general and specific recommendations applying to the conservation and management of significant fabric, use and adaptation.

Historical overview

Victorian Railways, up until 1899, were wholly operated on broad gauge lines. The government found narrow gauge lines to be attractive alternative due to lower construction costs, particularly in difficult and mountainous terrain. Narrow gauge lines were strenuously resisted by railway administration which argued that despite the perceived economy of their construction, narrow gauge lines were generally uneconomical to run due to their limited carrying capacity and their incompatibility with broad gauge infrastructure.

The Upper Ferntree Gully to Gembrook Railway line (now known as The Puffing Billy Railway) opened in 1900 with the task of negotiating the undulating terrain of the Dandenong Ranges using narrow gauge lines. The rail line was the second narrow gauge railway built by the Victorian Railways Department and originally comprised of a railway corridor of 29.2 kilometres, with 14 stations between Upper Ferntree Gully and Gembrook. It is a representative example of one of the four 2 foot 6 inch (2' 6") lines to be constructed in Victoria, three of which were in mountainous locations. The opening of the line was significant due to its role in providing a stimulus for primary producers such as Carl Alex Nobelius, whose nursery became the largest in the Southern Hemisphere. As was the case for the other narrow gauge lines in Victoria, the line was not economically viable and after a landslide between Selby and Menzies Creek, it was closed in 1954.

As a result of public interest, the Puffing Billy Preservation Society was formed in 1955. Acting as guarantors, the Victorian Railways sponsored the operation of the Puffing Billy for short trips each weekend from Ferntree Gully. This operation was ceased in 1958 when the railway reserve was required for extensions to the Melbourne suburban electric system. The Preservation Society undertook extensive work to build a new terminal at Belgrave, replace miles of sleepers and rails, relay several level crossings, bypass the landslide beyond Selby, and to provide such other facilities needed to operate Puffing Billy. The Society was helped by other groups including the Citizen Military Forces. Puffing Billy was reopened on 28 July 1962, with the first run from Belgrave to Menzies Creek. Subsequent stations along the line were restored and reopened, with the final station, the Gembrook terminus, reopening in 1998. It is currently one of Victoria's top tourist attractions.

Description

The Puffing Billy Railway is an operational narrow gauge tourist railway located within a modified natural landscape which has been adapted to commercial and recreational activities.

Currently, Puffing Billy runs over a distance of 24.1 kilometres between Belgrave and Gembrook, stopping at several 1920s styled stations. The Puffing Billy Preservation Society provide station staff, locomotive crews,

guards, workmen and other volunteers who are responsible for the upkeep, preservation and restoration of the Puffing Billy Railway.

Significance

Puffing Billy Railway is historically and socially important for its association with the recreational tourism industry in Victoria. The journey into the hills became a popular weekend recreational activity enjoyed by local and overseas visitors from the lines' initial construction in 1899, and after its reopening as the Puffing Billy Line in 1962. Puffing Billy Railway is socially important for its associations with the community movement to protect and restore the narrow gauge line from the 1950s. This movement is an example of community concern and social connection over heritage issues which developed within parts of the Victorian community in the post war period. The continued volunteer commitment to the Puffing Billy Railway from 1954 to the present marks a significant contribution to the preservation and running of the train.

Puffing Billy Railway is of historical importance for its association with the construction of narrow gauge railway lines in Victoria. During the 1890s depression, broad gauge railway line construction was not considered economically viable and the Parliamentary Standing Committee on Railways in 1896 considered alternative railway construction techniques. Following the committee's recommendations, four narrow gauge rail lines were built in Victoria between 1899 and 1916. The alignment of the Puffing Billy Railway (including the permanent way, cuttings and embankments) is an important component of the former narrow gauge Upper Ferntree Gully-Gembrook Line. The Puffing Billy Railway is also of historical importance for its association with the economic stimulus the narrow gauge railway generated in the Dandenongs. Businesses that benefited included the Nobelius Nurseries, which became the largest nursery in the Southern Hemisphere in the pre-World War One period. The timber, tourism and soft fruit industries also benefited from the lines' construction.

Puffing Billy Railway is of aesthetic significance as a narrow gauge rail winding through dramatic mountainous and forested vistas, providing views across the Dandenong Ranges.

Recommendations

Conservation policies are set out in Section 7.3, 7.4 and 7.5. These focus on retaining the heritage significance of the place through appropriate management, uses and maintenance. The inclusion of the Puffing Billy Railway permanent way, significant buildings and environs, on the Victorian Heritage Register is recommended.

The current use of the line for tourism is supported, while opportunities exist for adapting other areas adjacent to the line to this use. Continued efficient and sustainable use of the Puffing Billy Railway for tourism, and appropriate upgrades is supported.

New uses and new buildings within the extent of the significant place are appropriate where they are compatible with the style, form and scale of the existing structures, while improvements such as track surfacing, signage, interpretation and shelters, would all be appropriate.

A summary of heritage elements from each station precinct with their applicable conservation policies is listed below in Table 1.

Table 1 Summary of site elements and their conservation requirements

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Moveable items																	
Puffing Billy locomotives and rolling stock	VHR H2187	Primary	X		X			X		X	X	X	X	C	Y	Y	Y
Signals collection	None	Moderate	X		X			X		X	X	X	X	C	N	N	N
Landscape items																	
Puffing Billy linear curtilage, alignment and environs	None	Primary	X	X		X	X	X	X		X	X	X	C	C	Y	Y
Belgrave Station Precinct																	
Current engine running shed	None	Contributory	X		X	X	X	X			X	X	X	Y	C	Y	C
Belgrave station and associated buildings	None	No significance				X	X	X		X	X	X	X	N	N	N	N

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Original Belgrave station building	None	Moderate	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Current 'Hilton, Belgrave	None	No significance				X	X	X		X	X	X	X	N	N	N	N
1962 engine running shed	None	Contributory	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Remnant of 1962 Belgrave Station platform	None	Contributory	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Old Belgrave bowling club location	None	Contributory (archaeological potential)					X	X	X		X	X	X	Y	C	Y	Y
Trestle bridge	VHR H1439; Yarra Ranges HO HO32; NT B2960	Primary	X		X		X	X			X	X	X	Y	Y	Y	Y
EC-5 Yanakie homestead	VHI H922-0165	Contributory (archaeological potential)					X	X	X	X	X	X	X	Y	C	Y	Y
Selby Station Precinct																	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Selby station shed	None	No significance				X	X	X		X	X	X	X	N	N	N	N
EC-7 Log loading siding	VHI H7922-0167	Contributory	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Track realignment	None	Contributory	X		X			X	X	X	X	X	X	X	X	Y	Y
Menzies Creek Station Precinct																	
Menzies Creek station building	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Original Menzies Creek station master's residence	None	Contributory	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Menzies Creek workshop	None	No significance				X	X	X	X	X	X	X	N	N	N	N	
Menzies Creek station amenities block	None	No significance				X	X	X	X	X	X	X	N	N	N	N	
Menzies Creek Valley landscape	NT L10108	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	N/A	Y

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Clematis Station Precinct																	
Clematis station shed	None	No significance					X	X	X	X	X	X	X	N	N	N	N
Emerald Station Precinct																	
Original Emerald station building	VHI D7922-0162; NT B5640	Primary		X		X	X	X	X	X	X	X	X	Y	Y	Y	Y
Former Emerald station master's residence	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Emerald station ground/landscape	Cardinia HO HO176	Contributory	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Emerald reconstructed stock loading ramps	None	No significance				X	X	X	X	X	X	X	N	N	N	N	
Portable building	None	Contributory	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Corrugated iron shed and storage container	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Turntable at Emerald station	None	Contributory	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Nobelius Station Precinct																	
Nobelius station shed	None	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Dutch Elms and Oaks	Cardinia significant trees 01-3782-09	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A
Nobelius Packing Shed Precinct																	
Nobelius nursery and packing shed	VHR H2285; Cardinia HO HO237	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Nobelius nursery and Emerald Country Club	NT G13028	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Lakeside Station Precinct																	
Lakeside station building	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Wig Wag level crossing	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Emerald Lake Park	Cardinia HO HO106	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Beech, <i>Fagus sylvatica</i>	Cardinia significant trees 01-3782-08	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A
Wright Station Precinct																	
Wright station shed	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Cockatoo Station Precinct																	
Red, Hybrid, English Oaks	Cardinia HO HO245	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A
Cockatoo station shed	None	No significance	X		X	X	X	X	X	X	X	X	X	N	N	N	N

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Puffing Billy Railway Reserve and environs	NT L10112	Primary	X		X	X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Cockatoo Creek landscape	NT L10093	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y	
Fielder Station Precinct																		
Fielder station shed	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Gembrook Station Precinct																		
Former Gembrook station master's residence	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Former Gembrook station site	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Former Gembrook goods shed	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
'The Hilton', Gembrook	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Gembrook reconstructed locomotive shed, engine pit and workshops	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Gembrook station building	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
20th Century house, Gembrook workshops	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Gembrook station	Cardinia HO HO189	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Water tank stand	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Water tank	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Bhutan Pines <i>Pinus wallichiana</i>	Cardinia HO HO61; NT Tree register	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Gembrook General Store	NT B6885	Contributory (archaeological potential)				X	X	X	X	X	X	X	X	Y	N/A	N/A	N/A	
Algerian Oaks <i>Quercus canariensis</i>	Cardinia significant trees 01-3782-02; Cardinia HO HO268	Primary	X		X	X				X			X	X	Y	N/A	N/A	N/A

Acknowledgements

Biosis acknowledges the contribution of the following people and organisations in undertaking this Cultural Management Plan (CMP):

- Gary Vines, Asher Ford, Adam Black and Sonika Kumar (Biosis Pty Ltd)
- Bret Butler and Andrew Rayment (Emerald Tourist Railway Board)

Abbreviations

AV	Aboriginal Victoria
AHA	Aboriginal Heritage Act 2006
CHL	Commonwealth Heritage List
CMP	Cultural Management Plan
CHMP	Cultural Heritage Management Plan
DPC	Department of Premier and Cabinet
ETRB	Emerald Tourist Railway Board
EVC	Ecological Vegetation Class
HIS	Heritage Impact Statement
HO	Heritage Overlay
HV	Heritage Victoria
ICOMOS	International Council on Monuments and Sites
LPS	Local Planning Scheme
MGA	Map Grid of Australia
NHL	National Heritage List
NT	National Trust
SLO	Significant Landscape Overlay
PBPS	Puffing Billy Preservation Society
PBR	Puffing Bully Railway
PEA	Planning and Environment Act 1987
RAP	Registered Aboriginal Parties
RNE	Register of the National Estate
VAHR	Victorian Aboriginal Heritage Register
VHI	Victorian Heritage Inventory
VHR	Victorian Heritage Register
VPP	Victorian Planning Provisions
VR	Victorian Railways

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1 Introduction

Biosis Pty Ltd was commissioned to complete a Conservation Management Plan (CMP) for the Emerald Tourist Railway Board, in order to assist future planning, management and conservation. Puffing Billy Railway is currently a tourist attraction.

The *Heritage Act 2017* and *Planning and Environment Act 1987* provide protection to historical sites in Victoria. These sites are an important part of our heritage as they represent evidence of the more recent period of settlement in Victoria and can provide us with important information about past lifestyles and cultural change. Preserving and enhancing these important and non-renewable resources is encouraged. The Burra Charter guides conservation of places of cultural significance noting that these places are "... worth keeping because they enrich our lives- by helping us to understand the past; by contributing to the richness of the present environment; and because we expect them to be of value to future generations (Australia ICOMOS Inc, 2013).

It is an offence under sections of legislation to damage or destroy listed heritage sites without a permit or consent from the appropriate body.

1.1 Location

Puffing Billy Railway is located between Belgrave and Gembrook, and comprises proposed works at Belgrave Station, Menzies Creek Station, Emerald Station, Nobelius Packing Shed, Lakeside Station, Cockatoo Station, proposed Gembrook Engineering Workshops and Gembrook Station. Sections of the Puffing Billy Railway are currently registered on the Victorian Heritage Register (VHR) or Heritage Overlays (HO) and include Sherbrook Forest, Emerald Station, Nobelius packing shed, Emerald Lake Park and Gembrook Station.

The study area is shown in Map 1.

1.2 Purpose of the Conservation Management Plan

The objective of the study is to identify and assess the cultural heritage potential of the study area, record historical sites that are present and to develop recommendations to ensure best cultural heritage practice is maintained. The CMP is essential for identifying and assessing heritage fabric, and recommending preservation and interpretation actions.

1.2.1 Aims of the Project

The primary aim of the project is to provide the Emerald Tourist Railway Board with a CMP for the precinct that will enable management decisions to be made on an informed basis.

This CMP has been undertaken to meet statutory heritage requirements for the proposed upgrade of existing facilities and the construction of new facilities as part of the Puffing Billy Railway Master Plan (the Master Plan). The Master Plan has been prepared for the entirety of the Puffing Billy Railway. The need for a CMP was identified as part of cultural heritage assessment in order to understand the heritage values, create an inventory and analyse historic features of the Puffing Billy Railway (Vines, 2016).

The CMP aims to define the historical features of the Puffing Billy Railway which relate to its original use from 1900 to 1954.

1.3 Authorship

The current study was completed by the Biosis staff listed in Table 2.

Table 2 Biosis staff undertaking the study

Staff	Role
Leah Tepper	Project Manager, Author
Adam Black	Consultant, Author
Asher Ford	Project Director, Consultant
Gary Vines	Consultant, Quality Assurance

1.4 Consultation

The protection and management of Aboriginal archaeological places and sites is addressed under the provisions of the *Aboriginal Heritage Act 2006* and *Aboriginal Heritage Regulations 2008*. These requirements have been addressed in the Cultural Heritage Management Plan (CHMP) 15134 Puffing Billy Railway Upgrades (Tepper & Strickland, 2017).

Several groups and individuals with an interest in the study were consulted during the project, either during a site meeting on 31 August 2017, by phone and email, or at project meetings. Respondents to requests for information included the following people:

- Andrew Rayment, Emerald Tourist Railway Board
- Sue Ham, Emerald Tourist Railway Board
- Paul Woodward, Puffing Billy Railway Preservation Society

The respondents assisted with station histories and information to be included in the report.

1.5 Methodology

This CMP has been prepared in accordance with the Australia ICOMOS Burra Charter (Australia ICOMOS 2013 revision) (Appendix 1) and the methodology outlined in Kerr's *The Conservation Plan* (7th Edition, 2013 published by the National Trust of Australia [NSW]). The assessment of cultural significance has been primarily compiled using these documents.

The ICOMOS Burra Charter provides a framework for which heritage management in Australia is considered. The overarching guidelines are:

Places of cultural significance should be conserved.

The aim of conservation is to retain the cultural significance of a place.

Conservation is an integral part of good management of places of cultural significance.

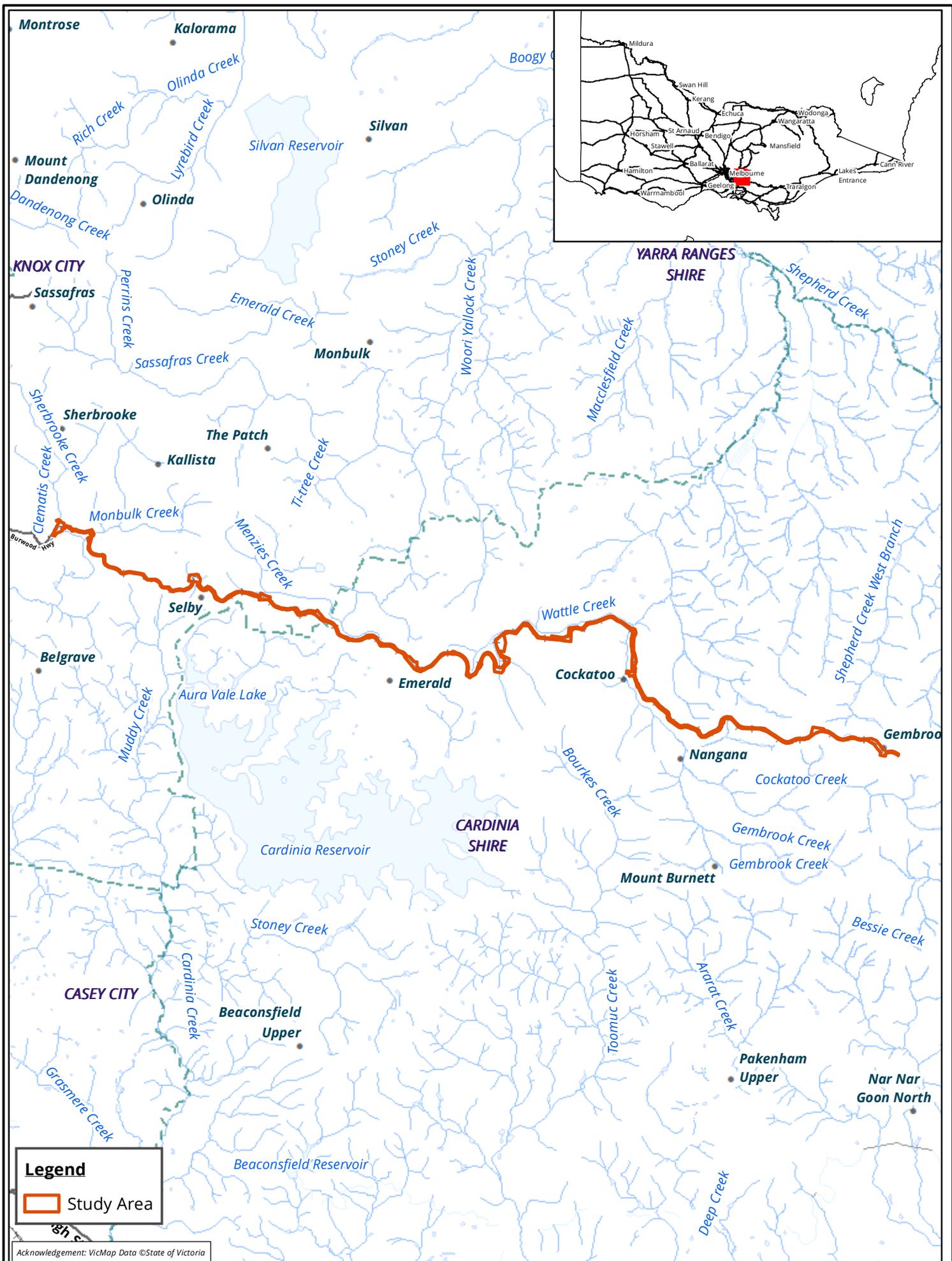
Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.

Good management of sites with heritage significance requires an understanding of how to best apply the Burra Charter principles to a site.

1.6 Limitations of the Study

This report is based on historical research and field investigations. It is possible that further historical research or the emergence of new historical sources may support different interpretations of the evidence in this report.

The significance assessment made in this report is a combination of both facts and interpretation of those facts in accordance with a standard set of assessment criteria. It is possible that another professional may interpret the historical facts and physical evidence in a different way.

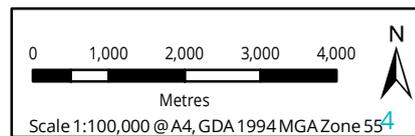


Map 1 Location of the Study area



Biosis Pty Ltd
Albury, Ballarat, Melbourne, Newcastle,
Sydney, Wangaratta & Wollongong

Matter: 25456,
Date: 31 October 2017,
Checked by: LMT, Drawn by: SSK, Last edited by: skumar
Location: P:\25400s\25456\Mapping\25456_CHMP_M1_Location.mxd



2 Legislative Framework

The Puffing Billy Railway is owned and operated by the Emerald Tourist Railway Board, and the *Heritage Act 2017*, *Planning and Environment Act 1987* and *Planning and Environment (Planning Schemes) Act 1996* are the guiding legislation for managing the heritage values of the site. This CMP has been prepared to guide future planning, management and conservation of the Puffing Billy Railway within this legislative framework. Legislative policies and obligations applicable to the Puffing Billy Railway are discussed below.

2.1 State legislative requirements and policy obligations

At a State level in Victoria heritage is governed by the Heritage Act 2017, the Planning and Environment Act 1987 and the Planning and Environment (Planning Schemes) Act 1996.

2.1.1 Heritage Act 2017

In Victoria the *Heritage Act 2017* (the Act) establishes the legislative framework for heritage protection, replacing the *Historic Buildings Act 1981* and the *Historic Shipwrecks Act 1981*, along with sections of the *Archaeological and Aboriginal Relics Preservation Act 1971*. Pursuant to the Act, substantial fines, including imprisonment can occur when non-compliance with these laws and regulations occurs.

The Act implements safeguards for the protection of a broad range of cultural heritage places and objects encompassing:

- historical archaeological sites and artefacts,
- historical buildings, structures and precincts,
- gardens, trees and cemeteries,
- cultural landscapes,
- shipwrecks and relics, and
- significant objects.

Victorian Heritage Register

The Victorian Heritage Register was established pursuant to Section 18 of the *Heritage Act 1995*. Heritage places included on the Heritage Register are places assessed as having cultural heritage significance at a State level. For a place to be added to the Victorian Heritage Register a nomination must be made to the Executive Director. The Executive Director will review nominations and make recommendations to the Heritage Council for inclusion on the Victorian Heritage Register. All recommendations are advertised in a relevant newspaper and the owners or any party with a substantial interest in the heritage place or object can make a submission to the Heritage Council.

A permit may be required for particular works or activities in relation to a registered place or object. Permit applications must be submitted to the Executive Director who will consider the application and determine the matter. Should the applicant or owner object to the decision of the Executive Director, an appeal can be made to the Heritage Council.

Archaeological sites and relics

The Act defines an archaeological sites or relics as encompassing:

- all archaeological deposits, or

- any artefact, remains or material evidence associated with an archaeological deposit; which typically relate to non-Aboriginal settlement or visitation of the area or any part of the area now comprises Victoria; is 50 or more years old; but does not include the remains of a ship or an article associated with a ship.

In accordance with the Act, the Executive Director of Heritage Victoria maintains and administers an inventory of all known archaeological sites, known as the 'Victorian Heritage Inventory' (VHI).

Pursuant to s.127 of the Act, it is an offence to damage or disturb unregistered relics and unregistered archaeological sites (e.g. sites listed on the Heritage Inventory (HI) and unknown archaeological sites):

- A person must not knowingly or negligently deface or damage or otherwise interfere with an archaeological relic or carry out an act likely to endanger an archaeological relic except in accordance with a consent issued by the Executive Director pursuant to s.129 of the Act.

A person must not knowingly uncover or expose an archaeological relic or disturb or excavate any land for the purposes of uncovering or discovering an archaeological relic except in accordance with a consent issued by the Executive Director pursuant to s.129 of the Act. A person is not guilty of an offence under this section if they pick up or collect an archaeological relic exposed in or on the surface of land in Victoria. The discovery of an archaeological relic is however to be reported pursuant to s.132 of the Act, where:

- A person who discovers an archaeological relic must as soon as practicable report the discovery to the Executive Director or an inspector unless they have reasonable cause to believe that the relic is recorded in the Heritage Register.
- If an archaeological relic is discovered in the course of any construction or excavation on any land, the person in charge of the construction or excavation must as soon as practicable report the discovery to the Executive Director.
- It is a defence to any proceedings under this section in relation to an archaeological relic if the defendant did not know or could not reasonably have been expected to know that the relic was on archaeological relic.

Permits

All places and objects assessed to be of State Cultural Heritage Significance are to be registered pursuant to the Act in the Victorian Heritage Register (VHR). Section 64 of the Act prohibits a person from:

- removing,
- demolishing,
- damaging,
- despoiling or altering a place or object listed on the VHR.

The Act allows works to be undertaken on a place or object on the VHR or HI if permits have been issued allowing exemptions to apply. The Executive Director may issue a permit pursuant to s.67 of the Act if a person has applied to carry out works or activities in relation to a registered place or registered object. That application must:

- be accompanied by the prescribed fee, and
- if the application is not the owner, include the consent of the owner of the registered place or registered object in the prescribed form.

The Executive Director may issue consent pursuant to s.129 of the Act for places on the VHI and unlisted archaeological sites, to a person applying for authorisation to:

- uncover or expose an archaeological relic,
- excavate any land for the purpose of discovering, uncovering or moving an archaeological relic,
- deface, damage or otherwise interference with an archaeological relic or carry out an act likely to endanger an archaeological relic,
- possess an archaeological relic for the purpose of sale, and
- purchase or sell an archaeological relic.

Heritage Victoria further defines sites listed on the VHI as 'H' or 'D' listed where 'D' refers to a site that is considered to have no archaeological significance. Consent is not required to undertake works on or remove a 'D' listed site.

Currently, there are a number of items associated to the Puffing Billy Railway that are listed on the VHR, these include:

- **Victorian Heritage Register**

H2187 Puffing Billy Locomotives and Rolling Stock

H2285 Former Nobelius Nursery, Packing Shed and Railway Siding

H1439 Rail Bridge over Monbulk Creek, Selby

Currently, there are two items associated to the Puffing Billy Railway that are listed on the VHI, these include:

- **Victorian Heritage Inventory**

7922-0167 EC-7 Log Loading Siding

D7922-0162 EC-2 Emerald Station

Note that 'D' listed places such as Emerald Station do not have statutory protection under the Heritage Act, but are recorded as a result of completion of VHI site record cards. Heritage Victoria considers the 'D' listed places do not meet the criteria for inclusion as historical archaeological sites.

2.1.1 Aboriginal Heritage Act 2006

The *Aboriginal Heritage Act 2006* (AHA) and *Aboriginal Heritage Regulations 2007* are administered by Aboriginal Victoria. Protection and management for Victoria's Aboriginal heritage is provided under the AHA, with streamlined processes linked to the Victorian planning system. The legislation provides protection for all Indigenous places, objects and ancestral remains regardless of their inclusion on the Victorian Aboriginal Heritage Register (VAHR) or if they are located on public or private land. Registered Aboriginal Parties (RAP) play a key role in the protection and management of Aboriginal cultural heritage. This allows for Aboriginal groups to be involved in decision making around Indigenous cultural heritage.

Pursuant to s.46 (a) of the AHA, municipal and shire councils have a mandatory obligation to commission a Cultural Heritage Management Plan (CHMP). The Puffing Billy Railway Master Plan: Cultural Heritage Management Plan 15134 was completed by Biosis on 28 September 2017 (Tepper & Strickland, 2017). The Puffing Billy Management Team should consult refer to this CHMP when addressing matters relating to Aboriginal cultural heritage.

2.1.2 Planning and Environment Act 1987, Planning and Environment (Planning Schemes) Act 1996

The *Planning and Environment Act 1987* (PEA) and the *Planning and Environment (Planning Schemes) Act 1996* establish a framework for integrating controls in land use, development planning and environmental protection in Victoria. Currently, they provide planning controls, which overlap with related Victorian

legislation, such as the *Environment Protection Act 1970*, the *Environment Effects Act 1978* and the *Subdivision Act 1988*.

Local Planning Policy – Cardinia Shire and Yarra Ranges Shire

The Shires of Cardinia and Yarra Ranges have both adopted a range of local planning policies in relation to heritage values within their municipalities.

Both the Cardinia and Yarra Ranges Shire have implemented the following built environment, heritage and significant landscape policies.

State Policy Framework (VPP) – Clause 15 Built Environment and Heritage

The objective of this clause is to ensure that all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protects places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. Specifically taking into account that:

- new development should respect, but not simply copy, historic precedents and create a worthy legacy for future generations.

Local Planning Policy (LPP) – Clause 43 Heritage and Built form overlays

The purpose of clause 43 is to implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies, that:

- conserve and enhance heritage places of natural or cultural significance,
- conserve and enhance those elements which contribute to the significance of heritage places,
- ensure that development does not adversely affect the significance of the heritage places, and
- conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

The objective of this clause is primarily the development and maintenance of a Heritage Overlay (HO). This HO helps to regulate the development of land that is identified to possess heritage values.

Generally the HO for a local council includes all places with a recognised citation (e.g. those listed on the Register of the National Estate, the National Trust (NT) and those identified in local heritage studies), but also those that have been recommended for planning scheme protection by the Heritage Council and all those listed on the VHR.

Permits are required to make alternations to a place on the HO and issued by the local councils. Currently, there are a number of items associated to the Puffing Billy Railway that have a HO, these include:

- **Cardinia Shire Council**
 - HO176 Emerald Station
 - HO237 Nobelius Nursery, Siding and Packing Shed
 - HO106 Emerald Lake Park, Lakeside
 - HO245 Red, Hybrid, English Oaks, Cockatoo
 - HO274 Former Cockatoo Kindergarten
 - HO189 Gembrook Commercial Precinct
 - HO61 Bhutan Pines, Gembrook Station

HO268 Algerian Oak, Hybrid Oak, Gembrook

- **Yarra Ranges Shire Council**

HO32 Puffing Billy Railway Trestle Bridge, Selby

Prior to the commencement of works within the designated areas, the Emerald Tourist Railway Board should ensure the appropriate permits and consents are obtained. Note that for places included on the Heritage Overlay that are also on the Victorian Heritage Register, Heritage Victoria is the responsible authority for issuing permits in relation to heritage.

Local Planning Policy Framework – Clause 42.03 Significant Landscape Overlay

The purpose of clause 42.03 is to implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies, that:

- identifies significant landscapes, and
- conserve and enhance the character of the significant landscapes.

The objective of this clause is primarily the development and maintenance of a Significant Landscape Overlay (SLO). This SLO helps to regulate the development of land that is identified to possess significant landscape values. The SLO must contain:

- a statement of the natural and key elements of the landscape, and
- the landscape character objective to be achieved.

Permits are required to make alternations to a place on the SLO and issued by the local councils. Both Cardinia Shire Council and Yarra Ranges Council have SLO which overlay the Puffing Billy Railway.

2.2 National legislative requirements

At a national level heritage legislation has been drawn together under one legislative framework; the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Section 528 of the EPBC Act defines heritage value as:

- a place's natural and cultural environment having aesthetic, historic or social significance, or other significance, for current and future generations of Australians.

It is an offence pursuant to the EPBC Act if a person affects a place's heritage value without approval and the Act contains substantial penalties for these actions.

At this point in time there are no Puffing Billy properties that are subject to the conditions on the EPBC Act.

2.3 Other Heritage Bodies

2.3.1 Australian ICOMOS

The Australian chapter of the International Council on Monuments and Sites (ICOMOS) has been important in the development of the government policies and legislation for the conservation of heritage places in Australia. Notably, it has formed and shaped the Burra Charter. The Burra Charter establishes a set of best practice principles for cultural heritage professionals to use in:

- the assessment of heritage vales, and
- conservation practice.

This CMP has been prepared in accordance with the ICOMOS Burra Charter.

2.3.2 National Trust of Australia.

The National Trust of Australia (Victoria) has been actively promoting the conservation and protection of heritage since 1956. They are an independent non-profit organisation, supported largely by a community base and the help of premier heritage and conservation organisations in the state.

The National Trust has the most comprehensive single heritage register in Victoria (National Trust Heritage Register) and includes:

- cultural heritage,
- natural heritage, and
- significant trees.

As a community body, listing by the National Trust is not legally binding; it is however, highly respected.

3 Site Background

3.1 Environmental Background

The majority of the study area consists of undulating to steep hills and valleys associated with deeply dissected ridge and valley landscapes comprising the headwaters of rivers and creeks such as the Yarra and bunyip Rivers, and Dandenong Creek. The soils associated with the study area are rich humic soils which made the Dandenong Ranges very attractive to horticulturalists (GeoVic, 2017). Soils are likely shallower on steeper slopes, and the rich soils have been extensively developed for agriculture and horticulture from the eastern slopes of the Dandenong Ranges through to Gembrook.

Vegetation within the study area varies from native bushland to cleared agricultural areas in and between townships. Streams generally flow in a northerly direction from the Dandenong Ranges and are captured by the Yarra River as it flows west from the Yarra Ranges towards the lower Yarra Valley. Important remnant native vegetation survives in the study area, notably a large area within the Dandenong Range National Park, and small patches of remnant vegetation throughout the entire study area (State of Victoria Department of Economic Development, Jobs, Transport and Resources, 2017).

3.2 Aboriginal Occupation

The Dandenong Ranges have a rich Aboriginal heritage. Prior to European colonisation, the Victorian landscape was delineated by socio-dialectical groups who shared a common language and as a group identified as owning particular areas of land, with individually owned tracts of country. This was a system of spatial organisation based on land tenure (Clark, 1990).

Aboriginal groups mapped natural features as boundaries for their ranges, estates and economic territories. The study area lies within the boundaries of the language group *Woi wurrung*. The *Woi wurrung* occupied most of Melbourne, as it is today, with the exception of the southern suburbs and areas around Port Phillip Bay (Barwick, 1984). A *wurrung* consists of four clans occupying the Yarra River and Maribyrnong River watershed, bounded on the north by the Dividing Range from Mt Bawbaw westward to Mt William and Mt Macedon, and on the west by the Werribee River (Clark, 1990). The *Woi-wurrung* language group forms part of the larger body known as the Kulin federation (Ellender & Christianen, 2001). The Kulin people were linked by intermarriage and a common language (Barwick, 1984).

Land ownership, and access rights or responsibilities centred on the smaller named groups that formed the broader language grouping. These groups are often called 'clans' or 'local descent groups', however as Wesson (2000, p. 8) reasons, they are better described as 'named groups', as the membership structure of these groups, and their degree of division from other groups, could vary. In most instances, primary allegiance was owed to this named group, although this could vary according to context and location. It was common for named groups to be led by senior elders who exercised internal political and religious authority, as well as being recognised as a spokesperson when dealing with other groups (Atkinson & Berryman, 1983). Particularly influential group leaders could also assume authority over the leaders of other culturally affiliated groups (Wesson, 2000).

The named group who occupied the Activity Area were the *Wurundjeri balug*. The *Wurundjeri balug* consisted of two patrilineal groups that occupied adjacent localities: the *Wurundjeri willam* held the Yarra River from its junction with the Maribyrnong River to its northern sources at Mount Bawbaw. The *Bulug Willam* held the ranges and swamps south of the Upper Yarra, extending to the Koo-wee-rup Swamp and the LaTrobe River (Clark, 1990, pp. 384-385).

Most of the information regarding the *Bulug William* was derived from the papers of George Augustus Robinson. Mooney, the clan head at the time of European settlement, helped guide Batman's 1835 party to a winter camp where the treaty was negotiated (Clark, 1990, p. 386).

Fresh water sources have been the focus of Indigenous activity in Victoria and are important for drinking water and also food resources (Aboriginal Victoria, 1996). The numerous creeks intersecting the study area would have provided a variety of resources for the *Bulug Willam* such as fish, shellfish and waterbirds. The surrounding landscape would have supported various birds, animals and plants.

Snoek (1987) has suggested that the *Bulug willam* may have moved in summer from the Dandenong Creek and its wetlands to the Dandenong Ranges in winter to hunt lyrebirds along a corridor of movement through the Lysterfield Hills to Mount Dandenong (Rhodes, 1990, p. 12). In the warmer months, regular camping spots along creeks and rivers were likely established, and people focused their hunting and gathering on what was readily available (Ellender & Christianen, 2001). This resulted in seasonally based movements, with movements decided on availability of game (Presland, 1994). During these summer months fish would be speared during the night using lighted fire sticks to attract the fish (Ellender & Christianen, 2001, p. 39). Weirs were constructed with basalt boulders channels along migratory routes of eels to herd them towards large tapering nets where they would be speared (Aboriginal Victoria, 1996). Europeans settlers altered the contours of the land and courses of waterways, which altered favoured fishing and eel hunting grounds. The introduction of grazing animals caused the number of native prey, such as kangaroos, to decline. The rapid European colonisation also disrupted traditional life such as undergoing customary initiation rites (Ellender & Christianen, 2001). The Indigenous population declined drastically in the years following European settlement, due to disease, lowered birth rates and high death rates (Presland, 1994, pp. 104-105).

No Aboriginal cultural heritage places have been located within the present study area, however there have not been very extensive archaeological investigations. Nine Aboriginal places have been recorded within 1 kilometre of the study area and at least one ritual site is derived from ethnographic evidence within close proximity. The site is known by Europeans as *Bald Hill* and was first recorded by Howitt in 1904 as a rock close to Dandenong on a flat topped, prominent hill where *Ngaruk-Willan*. Clansmen of the Wurundjeri, would place leafy boughs when going hunting in order to ensure a good kangaroo catch. Howitt mentioned two rocks near Dandenong that were said to represent Djurt-djurt and Thara, the sons of Bunjil, to which fresh, leaf less boughs were left in order to ensure a plentiful supply of kangaroos (Dean, 1998). Previous studies in the vicinity of the study area have included large regional surveys and smaller targeted Standard and Complex Assessment Cultural Heritage Management Plans. These studies indicate the potential for Aboriginal places such as scarred trees, artefact scatters or earth mounds within areas which retain intact landforms and remnant vegetation.

3.3 European Exploration

In 1834, John Batman, a grazier and businessmen, arrived in Port Phillip from Van Diemen's Land. With John Fawkner, Batman formed the Port Philip Association to legitimise land claims in the district (Calder, 2002). The Port Phillip district was proclaimed open to settlement in 1836, allowing the sale of unoccupied land by auction. From 1839 to 1846 squatting licenses for grazing sheep and cattle were taken up at an annual fee of ten pounds.

The first non-Indigenous movements throughout the Dandenong region were a consequence of settlers travelling through the Dandenongs to Frankston avoiding Carrum and Koo-Wee-Rup swamps with their stock (Calder, 2002). The first European settler known to have explored the Dandenong Ranges was Daniel Bunce in 1839 (History and Heritage, 2016). Bunce was a botanist from Van Diemens Land who set out to explore the Ranges with a group of Aboriginal guides (Australian Heritage, 2013). The party travelled through the Bayswater area to Mount Corhanwarabul, Olinda, before establishing camp on the northern branch of the Dandenong Creek. During his explorations, Bunce noted that vegetation along the creek was "so dense as to

merely leave a small opening enabling me to take a sidelong peep at intervals into the creek below" (Coulson, 1959, p. 4).

Although Bunce was the first European known to have ascended the Dandenongs, it is likely that others were tempted to investigate the hills east of Melbourne. As early as 1837 a native police depot was established at 'Nerre Nerre Warrene', on the site later known as the Dandenong Police Paddocks south of Wellington Road, Rowville. It is highly likely that the party responsible for selecting a site explored much of the surrounding country (Coulson, 1959, p. 6). The original Native Police Department was established east of Dandenong Creek which encompasses six square miles in the Parishes of Narree Worrان and Dandenong. It was abandoned a year or two later but a second force was recruited and operated from 1842 to 1853. During this time the area was classed as an Aboriginal Protectorate under the direction of Assistant Protector William Thomas. The Police Paddocks were not surveyed until 1851 and in 1852 the first Parish Plan was drawn up by Henry Boon Foot (McInnes, 1993, p. 22). His plans show an area of 3,840 acres divided by Dandenong Creek rising to the foothills of the Ranges in the east (McInnes, 1993, p. 23).

3.4 Settlement

The Dandenong ranges were quickly settled following European contact with squatting runs being established during the 1830s (Coulson, 1959). From 1847 new regulations were gazetted to allow squatters to purchase pre-emptive rights to their household blocks. In 1849 further regulations were applied in the Settled Districts which enabled run holders to buy a 640 acre block containing their homestead.

The Belgrave, Emerald and Gembrook districts were settled in the late nineteenth century. Belgrave was first settled in 1851 with land sales in 1874 and only gained its present name in 1903 (Monash University, 2015c). Gembrook was settled in about 1879, primarily as a timber getting settlement. Transport of goods in and out of the area was hampered by poor roads (Monash University, 2015b). Other settlements in the area only developed once the railway had been constructed (Coulson, 1959).

The discovery of gold provided further impetus to settle the area. Gold was discovered in Emerald in 1858 (Monash University, 2015a). The diggings consisted of alluvial sediments that surrounded Emerald and other local creeks. The yields from these alluvial workings were smaller than those in other areas throughout Victoria. Originally named Main Ridge and renamed after a murdered prospector, Emerald began as a rudimentary miner's encampment and expanded to provide settlers with farming land (Winsanreid, 1988). Timber also brought more settlers to the Dandenong Ranges. Timber-splitting in the extensive forests to the north and east proved to be more profitable and provided timber for houses, railways sleepers and piers in the rapidly growing Port Phillip areas (Coulson, 1959). The eucalyptus trees also provided oils which were distilled and exported (Monash University, 2015a). By the 1880s, large forested areas around Menzies Creek and Clematis had been cleared that further enabled the land to be opened up for agricultural pursuits. The first lands sales at Menzies Creek occurred in 1878 (Coulson, 1959).

Further agricultural development was encouraged by the completion of a narrow gauge railway line from Upper Ferntree Gully through Belgrave to Gembrook in 1900 (Plate 1). This line soon attracted tourists from Melbourne to the area.

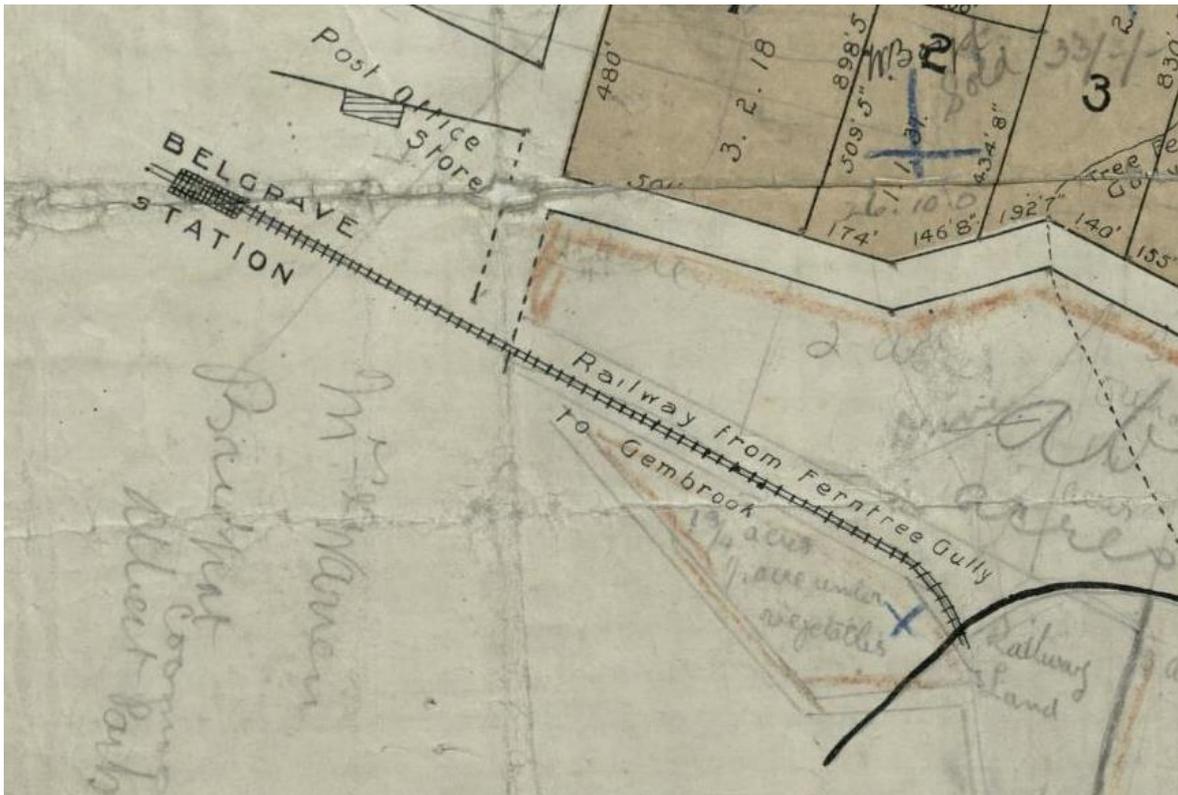


Plate 1 Plan of line east of original Belgrave Station (State Library Victoria)

In the 1900's there were more than 20 sawmills operating in the Gembrook area, connected to the railway by timber tramways. The Ranges Hotel in Gembrook was built in 1901 for the growing population, as well as the growing number of tourists (Monash University, 2015b).

Carl Axel Nobelius established his own nursery business at Emerald in 1892 having previously worked in a South Yarra Nursery. Nobelius initially concentrated on establishing a small orchard, but then began raising nursery stock and trading as 'Gembrook Nurseries', supplying fruit trees on a 'wholesale' basis (Heritage Victoria, 2012). The arrival of the railway greatly assisted his business, and he constructed a siding and packing shed adjacent to the line in 1904 (Heritage Victoria, 2012). Beneath the packing shed was a fumigation chamber. By 1920 the nursery was described as the largest nursery in the southern hemisphere, with an extensive range of exotic plants and fruit trees which were also exported to overseas markets (Heritage Victoria, 2012). The property was divided up and sold on Nobelius's death in 1921, but his sons repurchased part of the land and continued the business, which continued to operate under various owners up to 1981. In 1988 the 'Nobelius Heritage Park' was created from part of the estate and in 1993 the 'Emerald Museum' was opened (Emerald Museum, 2017).

3.5 Railways

Victoria's first railways were constructed in the mid to late 1850s with the revenue generated by the Gold Rushes, and generally served the new gold rush economies, with lines from Melbourne to the Port Melbourne and Williamstown piers, Geelong and Bendigo and from Geelong to Ballarat (Museum Victoria, 2012). Further development saw an extensive suburban network and new lines to Sydney, Gippsland and the Western District in the 1860s and 70s. The rail system in Victoria expanded rapidly after this due to the influx of private railway companies and the introduction of the 'Octopus Acts'. By 1931 in every town with a population of over 500 was serviced with a railway station (Museum Victoria, 2012).

To negotiate the dangerous mountains of the Dandenongs, the installation of a narrow gauge (2ft 6 in) line was suggested. Narrow gauges were regarded as experimental and the break in gauge size would cause

issues with trains and rolling stock, but they were also far cheaper to construct than broad gauge lines (Fiddian, 1997, p. 46). Historically, the construction of railways in the 19th century was undertaken using pick and shovel, horse drawn drays, tipper wagons and horse scoops. Earth was excavated to form cuttings and deposited in the low areas to raise embankments, with the slope of cuttings and embankments determined by the relative earth pressure coefficient of the soil type. Methods generally involved ploughing the ground first, then hand shovelling into carts or scraping up with a horse scoop, to deposit the soil on a nearby heap just beside the line. Generally surface topsoil and even grass was left in place unless this was not suitable support for the structural fill. Evidence from contemporary photographs shows that embankment fill was often placed directly on natural ground surfaces. It is likely the railway was constructed using the same methods.

Opened on December 18, 1900 the main purpose of the 29.2 kilometre railway line from Upper Ferntree Gully to Gembrook was to transport timber, fruit and potatoes to Melbourne (Museum Victoria, 2012). However, the line became so popular with Melbourne tourists in summer that special carriages were built in 1919 (Fiddian, 1997). Monbulk Station, later renamed Belgrave Station in 1904, was a major stopping place, as was Devon Station (renamed Cockatoo Creek in 1901 and then Cockatoo in 1904) and Emerald Station. Plate 2 shows the narrow gauge line in 1910 with nine stations.

Other stations which were renamed were Paradise (renamed Clematis in 1921) and Aura (renamed Menzies Creek in 1947) (Vicsig, 2000). Plate 2 to Plate 5 show the extension and renaming of stations along the Upper Ferntree Gully to Gembrook Line from 1910 to the present.

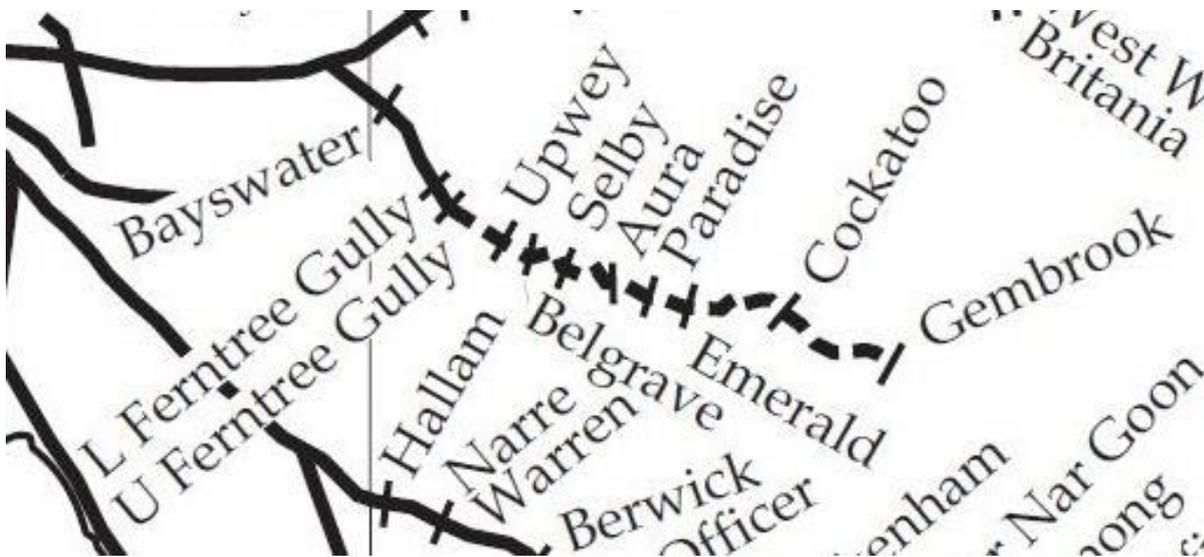


Plate 2 Upper Ferntree Gully to Gembrook Line, 1910 (Waugh, 2009)



Plate 3 Upper Ferntree Gully to Gembrook Line, 1920 (Waugh, 2009)

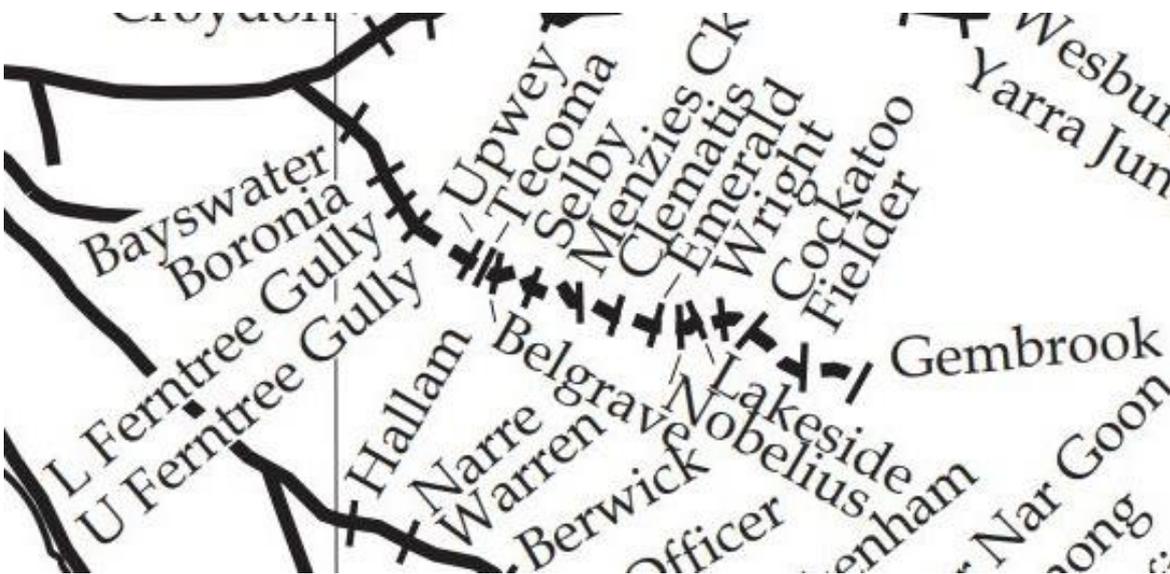


Plate 4 Upper Ferntree Gully to Gembrook Line, 1950 (Waugh, 2009)

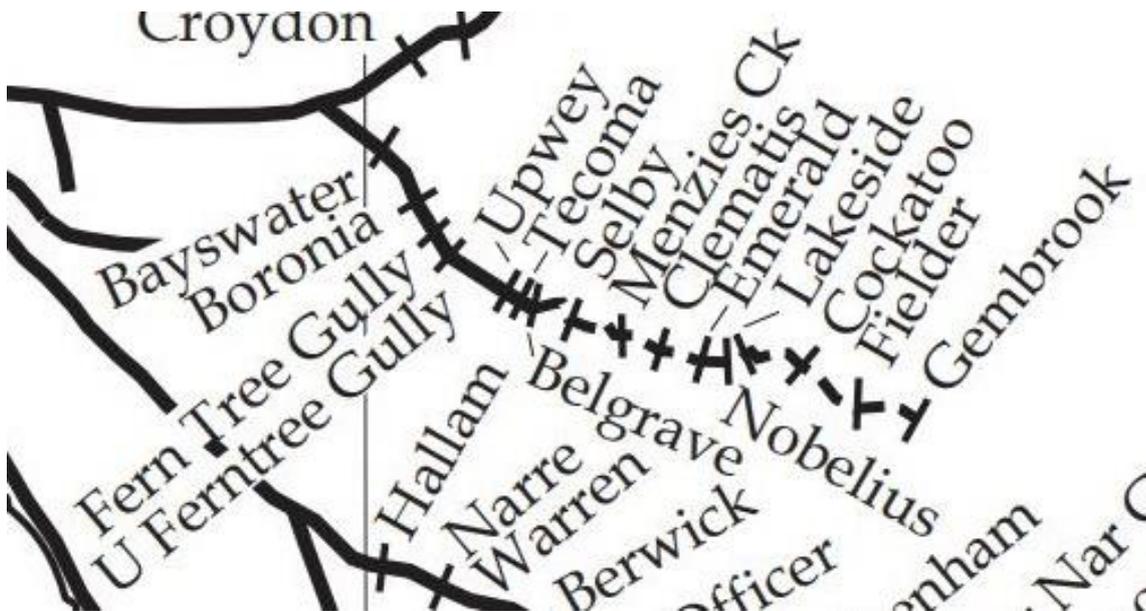


Plate 5 Upper Ferntree Gully to Gembrook Line, 2000 (Waugh, 2009)

3.5.1 Belgrave

The original Belgrave Station was opened as 'Monbulk' on 18 December 1900, but was renamed Belgrave on 21 November 1904. It was originally located at the site of the present metropolitan suburban station car park on the south side of the Belgrave Gembrook Road on the other side of the road bridge over the line. The station consisted of two standard Victorian Railways portable buildings, with an extended verandah on the eastern side (Plate 6 and Plate 7) (Stamford, 2011). The station closed, along with the rest of the line, on 30 April 1954.

The new station was created on the north side of the Belgrave Gembrook Road and opened on 19 February 1962. The station building has been moved multiple times during its lifespan.



Plate 6 Original Belgrave Station (National Museum Australia, n.d)



Plate 7 Belgrave Station 1955 (Stamford, 2011)

Subsequent enlargement of the platforms and station ground required extensive earth works with a new cutting west of the original track from the current station and cut and fill on both sides of the line to the north to provide the maintenance and rolling stock storage areas. Plate 9 and Plate 10 show Belgrave Station as being structurally similar between the 1960s and 1970s. The Puffing Billy Preservation Society used a variety of small sheds and portable buildings, and erected timber engine and carriage sheds, workshops and stores

as their collection of locomotives and rolling stock increased, and they required more space. As part of the work, the original station building was moved without being dismantled and the verandah removed (Plate 11). It was jacked and placed on rails (Russell, 2009).

The current 1920's style Puffing Billy Belgrave Station was constructed in 1991 (Heritage Victoria, 2008(b)).



Plate 8 Construction of new Puffing Billy Railway terminus site at Belgrave 1958 (Puffing Billy Railway archives)



Plate 9 Belgrave Station, 1960 (Langford, 2004)



Plate 10 Belgrave Station c. 1960s-1970s (Rose Stereograph Co., n.d(c))



Plate 11 Moving the Belgrave Station building, c. 1980s (Russell, 2009)

A number of locomotives and rolling stock from the railway are included on the Victorian Heritage Register as an object collection (H2187 Puffing Billy Rolling Stock Collection). The location associated with these is in the Belgrave yard.

3.5.2 Selby

Named after local landowner and councillor, Selby station opened in May 1904. It originally comprised a standard sized corrugated metal waiting shed (Mallee shed) with a low pitched roof (Plate 12). Corrugated iron toilets and a standard timber portable building were added in the early years of the station and removed a short time later (Rayment, 2018). Following this, the shed was either extended or replaced and a verandah awning added. A short platform has been constructed since its conception (Plate 13).



Plate 12 Selby Station in 1958 (Stamford, 2011)



Plate 13 Selby Station in 1999 with Puffing Billy approaching (Langford, 2004)

3.5.3 Menzies Creek

Named Menzies Creek before being changed to Aura in 1904 and then back to Menzies Creek by 1947, Menzies Creek Station opened on 18 December 1900 and was originally a simple low pitched skillion roofed, timber and corrugated iron waiting shed with a flat verandah awning and platform (Plate 14). The current building is a hipped roof structure, with brick chimneys and verandahs on both sides.

A single loop siding was located on the north side of the station, and a stationmaster's residence, believed to be contemporary with the original line, is located near the level crossing on School Road. This building is a simple gable roofed timber structure which is typical of the style of building constructed by Victorian Railways in the early twentieth century (Coburg Historical Society, 2000).

Works to upgrade Menzies Creek Station and provide a station platform were undertaken by the Puffing Billy Preservation Society prior to 1965 (Plate 15 and Plate 16). The station building was also completely dismantled at this time and remade using surplus material from other Victorian Railways buildings. It follows a 1920s Victorian Railways style but does not reflect the form of the original Menzies Creek building.



Plate 14 Menzies Creek Station c.1955 (Stamford, 2011)



Plate 15 Menzies Creek Station, 1962 (Langford, 2004)



Plate 16 Menzies Creek Station, 1991 (Langford, 2004)

3.5.4 Clematis

Clematis was originally known as Paradise Valley and was opened on 10 March 1902. The name was shortened to Paradise in 1910 and finally changed to Clematis in 1921. Clematis Station was comprised of various portable timber and metal VR buildings with flat roofs. The original buildings are believed to have been burnt down. A short platform appears to have been constructed post 1960 as shown from Plate 17 and Plate 18.



Plate 17 Clematis Station, c. 1955 (Stamford, 2011)



Plate 18 Clematis Station, 1960 (Langford, 2004)

3.5.5 Emerald

Emerald Station was opened on 18 December 1900. Facilities included a platform track and loop siding, with a passing loop added in between these tracks a little later, and a spur siding was located off the Down end of the No. 3 Road. The original buildings on the platform comprised two 3.6 x 6 metres standard Victorian Railways timber portable station buildings and a van goods shed. Other buildings included a goods shed, tea rooms, lamp room and toilets. A cattle race and loading bank were also provided. The portable housing the general and ladies' waiting rooms was later removed. The station closed in 1954 along with the rest of the line, but was reopened in 1965.

Emerald Station is possibly the most intact on the line, with at least part of the original building surviving in its original location. The Emerald Station building is a gabled roofed timber and corrugated iron structure, with the north-western section believed to date from 1900. It has been modified and extended, as seen in Plate 19 to Plate 21, with the middle section of the building dating to approximately 1910-1920, while the south-eastern end was added in the 1980s from old Victorian Railways components (Rayment, 2018).

The northern part of the Emerald Station ground is included on the Cardinia Heritage Overlay (HO 176), but this does not cover the station building, however a planning scheme amendment is currently in progress.

A former shed to the north end of the station has been demolished while two remaining corrugated iron sheds south of the station building are early structures. The other workshops and locomotive sheds on the north side of the line are all modern buildings. A small, possibly original Victorian Railways portable shed is located behind the locomotive shed. A loading platform and stockyards were located on the north side of the line near Kilvington Drive, but the current structures are apparently reconstructed using elements from the west Gippsland saleyards. A residence was located just south of the station on the location of a current toilet

block. The turntable at the northwest of the yard was installed in the 1990s, but incorporates components from an early Victorian Railways turntable from the ex-Newport Workshops.



Plate 19 Emerald Station c. 1910s (Emerald Museum and Nobelius Heritage Park, 2012)



Plate 20 Emerald Station c.1955 (Stamford, 2011)



Plate 21 Emerald Station, 1963 (Langford, 2004)

3.5.6 Nobelius

Nobelius Station, opened in March 1927, comprised of a corrugated waiting shed, typical of Victorian Railways along with another portable timber and corrugated building used as offices and toilets (Plate 22 and Plate 23). The offices and toilets have since been dismantled, however the waiting shed remains. The line through to Nobelius was not reopened until 1975 (Vicsig, 2000).

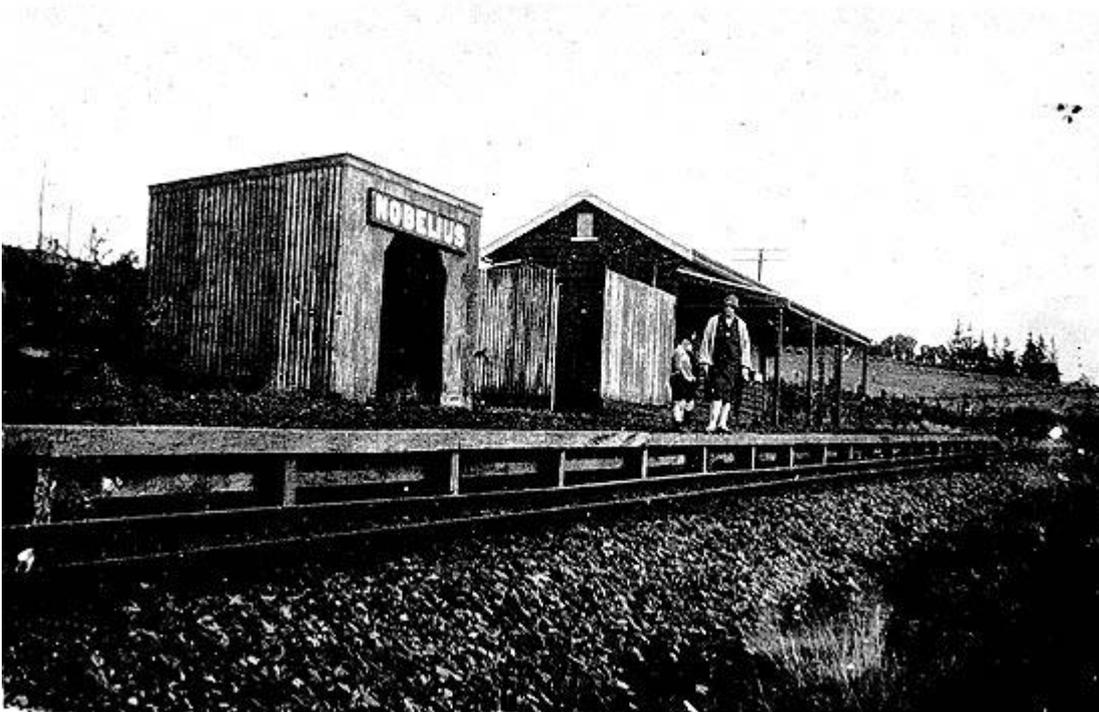


Plate 22 Nobelius Station, circa 1920 (Museum Victoria, 2012)



Plate 23 Nobelius Station in 1955 (Stamford, 2011)

3.5.7 Nobelius Packing Shed

The Nobelius Packing Shed and siding were built in December 1904 (Plate 24) and comprise a two storey timber structure with a separate siding on an elevated site, with a large retaining wall extending west of the

shed and brick chimney on the north east corner (Plate 25). The Nobelius nursery extends to the north and comprises a number of large trees and a substantial cultural landscape. The packing shed was restored in 1983 by the PBPS (Plate 26) (Puffing Billy Preservation Society, 2013).



Plate 24 Nobelius siding, 1904 (Jenkinson, 2002)



Plate 25 Nobelius packing shed and siding c.1955 (Photo Frank Stamford) (Vines, 2016)



Plate 26 Nobelius packing shed and siding, 1987 (Langford, 2004)

3.5.8 Lakeside

Lakeside Station opened in 1944 to serve the Emerald Lake Park and comprised of a raised platform and sign (Plate 27). Lakeside station developed as the terminus of the line after its reopening in 1975 for over 20 years until the extension to Gembrook was completed in 1998. The Emerald Lake Park was therefore an integral part of the tourist railway. Other landscaping and rustic shelters are located adjacent to the Puffing Billy Railway station. It comprises two modern platforms with modern station buildings on the east side, island platform waiting shelters, elevated water tanks and unique 'wig-wag' level crossing warning signal.



Plate 27 Lakeside Station c.1955 (Stamford, 2011)



Plate 28 Lakeside Station platform construction and re-laying of ballast by the PBPS in 1961 (Langford, 2004)

3.5.9 Wright

Wright Station opened in 1904 to serve the Wright Forest. The station is a replica of the original, being a corrugated metal waiting shed with a timber door and skillion roof (Plate 29 and Plate 30). A replica platform is yet to be built.



Plate 29 Wright Station, 1958 (Stamford, 2011)

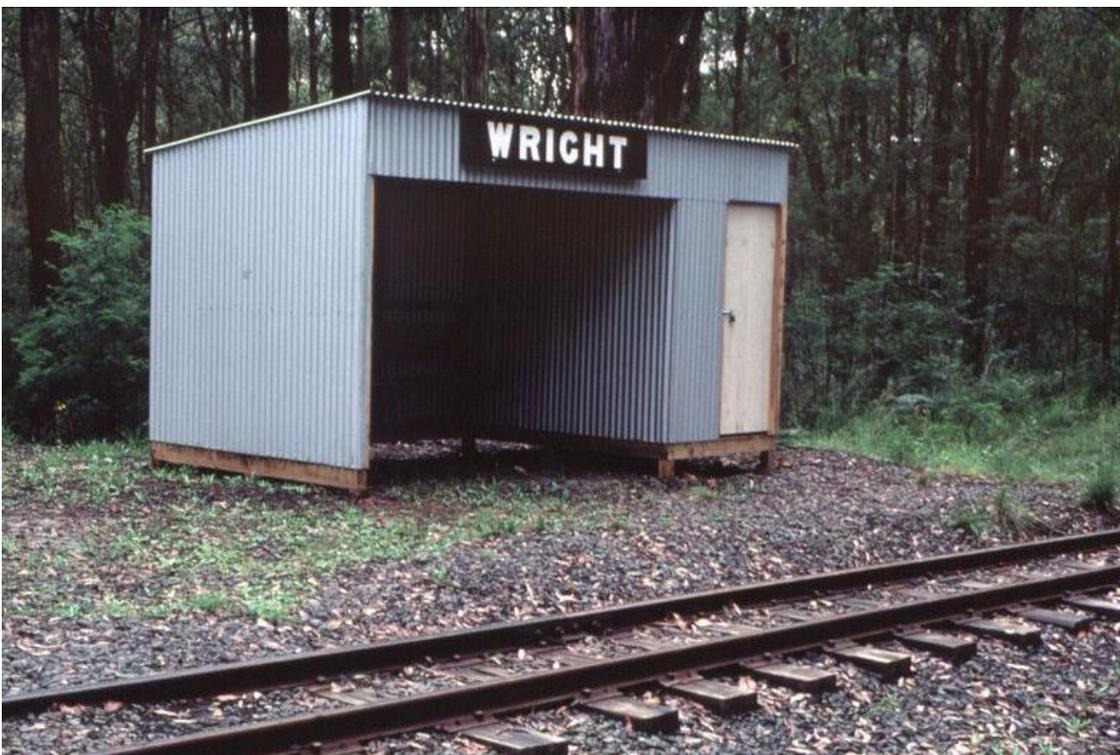


Plate 30 Wright Station, 1998 (Langford, 2004)

3.5.10 Cockatoo

Cockatoo station was opened along with the line on 18 December 1900 as Devon, but was renamed Cockatoo Creek on 29 July 1901 and subsequently shortened to Cockatoo in 1904.

Cockatoo station building were dismantled following the closure of the line (Rayment, 2018). The Station Masters house and much of the rest of the Cockatoo township were destroyed in the Ash Wednesday bushfires in 1983. Cockatoo Station grounds currently comprise a reconstructed platform and small shed understood to have come from another Victorian Railways station. Plate 31 shows the hilly terrain of Cockatoo. After becoming overgrown (Plate 32), Plate 33 shows the stations reinstatement and repair of the station.



Plate 31 Puffing Billy near Cockatoo Station pre 1935 (De Pomeroy, 1935)



Plate 32 Cockatoo Station c.1955 (Stamford, 2011)



Plate 33 Relaying of track by the Puffing Billy Preservation Society at Cockatoo, 1984 (Langford, 2004)

3.5.11 Fielder

Fielder went through several unofficial name changes including Ancaster and Laura before Fielder was settled on (Victorian Collections, 2017). Fielder Station was a corrugated metal 'Mallee shed' with a flat roof (Plate 34 and Plate 35). The present platform and waiting shed were reconstructed in 1996.



Plate 34 Fielder Station, c. 1955 (Stamford, 2011)

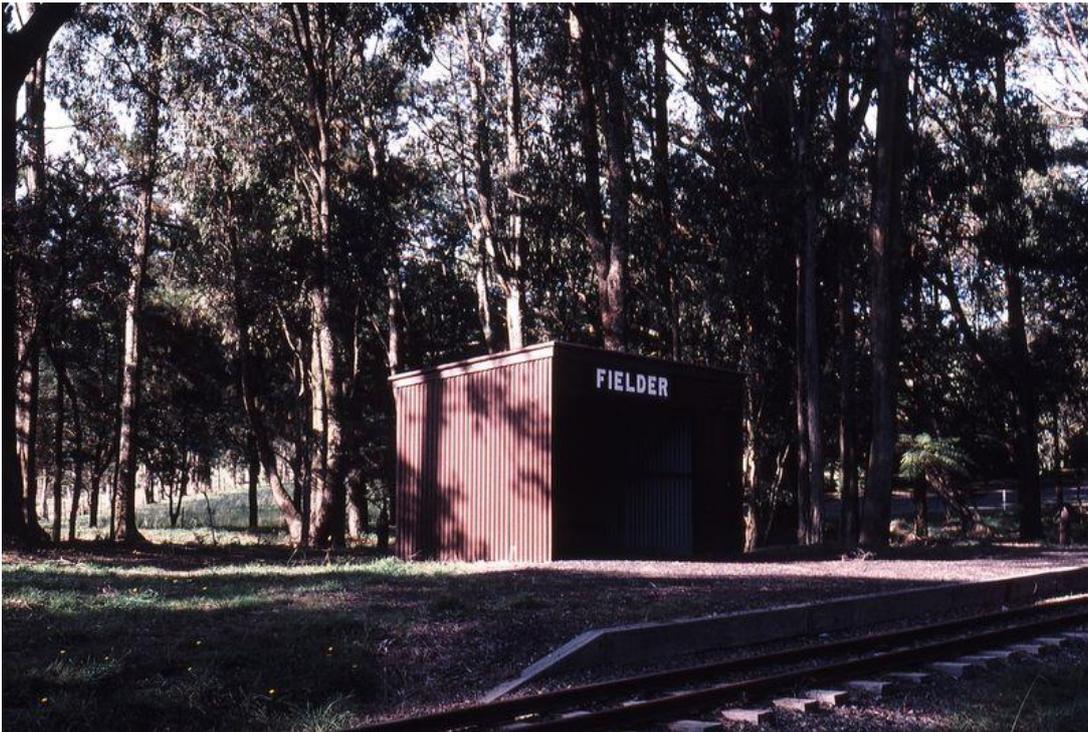


Plate 35 Fielder Station, 1999 (Langford, 2004)

3.5.12 Gembrook

Gembrook Workshops

The proposed Gembrook workshops area is currently occupied by a landscape and soil supplier and does not appear to have any heritage values related to the Puffing Billy Railway. An early twentieth century timber building on the site may have been relocated here.

Title plans reveal the parcel was purchased by Thomas Stephen Williams, Kevin Joseph Williams and James Anthony Williams of Gembrook, Sawmillers, on 26 March 1957. It is likely then the structure was part of the sawmill operations, perhaps used as a residence, tool shed or office space (Plate 36 and Plate 37).

An adjacent weatherboard residence to the west is not evident on 1945 aerial photographs, and is likely to be a modern development.



Plate 36 Twentieth century house within Gembrook workshop (A. Ford 21/8/2017)



Plate 37 Possible relocated early 20th century building at proposed Gembrook workshops site (Vines, 2016)

Gembrook Station

The terminus of the Upper Ferntree Gully line, Gembrook station serviced the timber industry and transported potatoes to the metropolitan market after opening in December 1900. As the railhead, Gembrook became a centre for shipping sawn timber from the many sawmills in the district, with a series of

timber railed narrow gauge tramways feeding onto the station yard, and platforms between them and the VR line for transferring loads (Plate 38) (McCarthy, 1987). Plate 39 and 40 show the main station platforms and buildings.

The Gembrook station building is comprised of a corrugated metal building with a timber verandah which was situated on a long platform (Plate 41). The station grounds itself is an extensive area with a deep excavated cutting on the south side and a high embankment on the north. Extensive exotic mature trees including oaks, pine, elm, cypress, redwoods and others, are planted around and within the station ground. Gembrook Station was the last section to be reopened in 1998 (Plate 42 to Plate 44).

A small reconstructed station building sits on the original platform site at the north of the yard, while a much larger modern building is located on the southern end of the yard on Belgrave-Gembrook Road. Adjacent to this is an inspection pit, where loco firebox ash is raked out and a water tank which is the site of the former engine shed. A number of other buildings were located near the original station, including a goods shed and stationmaster's residence, while to the east, a complex set of sidings for a series of timber tramways connected with the line. A substantial earth embankment marks this location. Large cypress trees line the approach ramps to the original station platform.

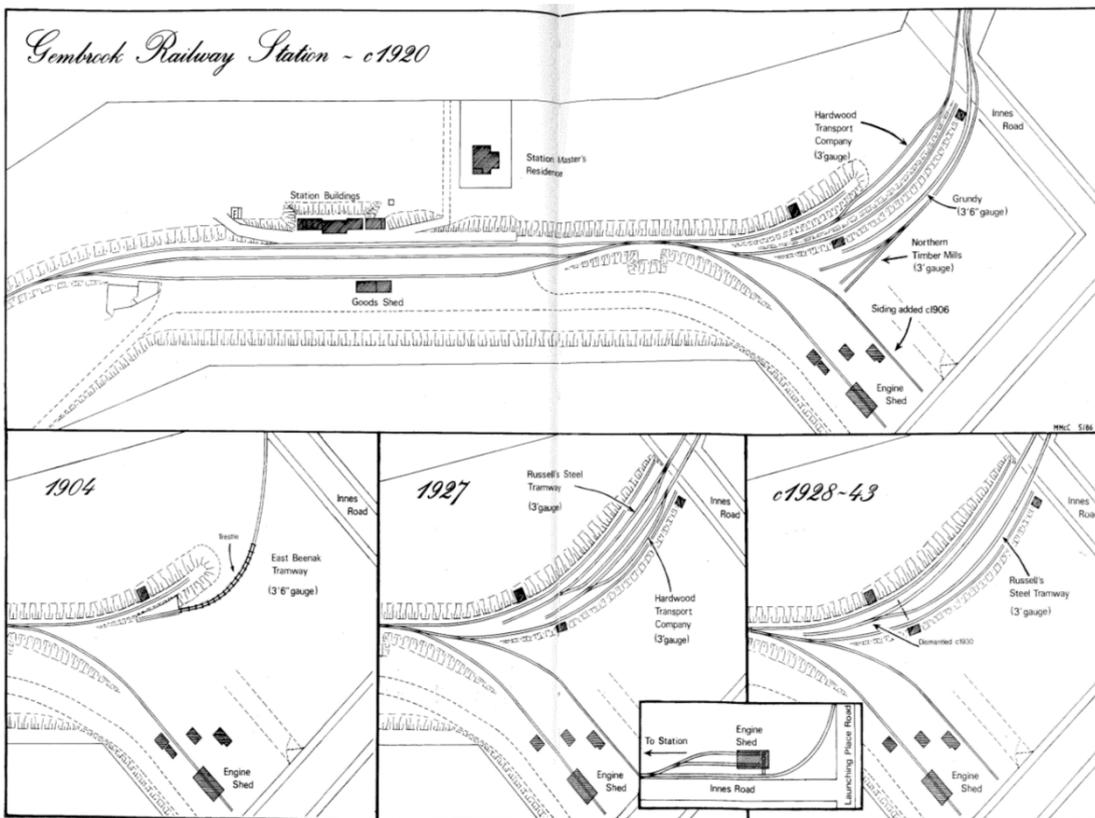


Plate 38 Plans of Gembrook Station ground 1904-1943 showing changes (McCarthy, 1987, pp. 32-33)



Plate 39 Gembrook Station 1900 (Casey Cardinia Heritage, 2015)



Plate 40 Gembrook Station 1940s (Rose Stereograph Co, n.d(b))



Plate 41 Gembrook Station c.1955 (Stamford, 2011)



Plate 42 Construction of the current Gembrook Station building, 1998 (Langford, 2004)



Plate 43 Gembrook Station works undertaken by the PBPS, 1998 (Langford, 2004)



Plate 44 Gembrook Station works undertaken by the PBPS, 1998 (Langford, 2004)

3.6 Operation of the Line

The Puffing Billy Railway line was not a financial success. From the 1930s, the railway line became less profitable as per other narrow gauge lines, as steep grades and tight curves limited loads and transshipment at Upper Ferntree Gully added extra expense (Fiddian, 1997). Bush fires in 1926 and 1939 destroyed many of the timber mills (Advocate, 1939; The Mercury, 1926). However, the line continued to be popular with tourists as the Dandenongs were used as a holiday destination.

After World War II, the narrow gauge lines were the first lines to close after the increase in car ownership created major competition (Museum Victoria, 2012). A Victorian Railways bus service competed directly with the Upper Ferntree Gully to Gembrook Line also saw a gradual decline in traffic on the line (Puffing Billy Preservation Society, 2013).

In 1948, a “death sentence” was given to Puffing Billy in the form of a legislative bill authorising the electrification and conversion of the narrow gauge track as far as Emerald on the Upper Ferntree Gully to Gembrook railway line (The Age, 1948; The Weekly Times, 1948). Uproar from the general public followed, with petitions and letters to newspapers such as The Argus arguing for a reprieve (The Age, 1949; The Argus, 1954). Reports at the time also indicate Puffing Billy was still *...as popular as ever with holiday-makers...*, with some tourists riding *...on the footboards, while more daring spirits climbed on to the [roof]* (The Argus, 1949).

3.7 Closure and Tourist Attraction

On 30 April 1954, Puffing Billy was closed (Heritage Victoria, 2008(b)). A landslide on the railway line in December 1952 and in August 1953 between Selby and Menzies Creek (Plate 45) caused all operations to cease, producing major operating losses of £13,000 (Fiddian, 1997, p. 105; The Age, 1954a; The Age, 1952). According to the Minister for Transport at that time, deficits of £250,000 between 1931 and 1953 combined with an overall £4 million railway loss also contributed to the closure of the Puffing Billy Railway (The Age, 1954a).



Plate 45 Landslide across the railway line between Selby and Menzies Creek (Langford, 2004)

Public pressure, combined with the centenary of Victoria's first railway in September 1954, resulted in the *Sun* newspaper and Victorian Railways organising a suite of farewell trips for the Puffing Billy Railway beginning December 11, 1954 (Fiddian, 1997). Due to the popularity of the trips, further farewell trips were advertised as running on December 28 1954, January 1 and January 2 1955 (The Age, 1954b). A year later, Puffing Billy was advertised as running again on April 23 and 24, December 31 1955, January 1, 2 and 4, 1956 (Jambouree Daily, 1955; The Argus, 1955), indicating Puffing Billy Railway's popularity with local tourists in the holiday seasons.

The purchase of the Puffing Billy engine by the Ferntree Gully Council was proposed in 1954, with a public appeal for funds launched after the engines, trucks and carriages were put up for sale (The Age, 1954c; The Age, 1954d).

At the same time as the line was closed, the Country Roads Board awarded contracts in 1954 to J. Howard & Co. to build a new concrete arch bridge at the Gembrook Road in Belgrave over the tracks. This was an experimental design by the Country Roads Board employing pre-cast reinforced-concrete arch ribs. The initial plans appear to have been drawn up in 1952 (Vines, 2008).

The Puffing Billy Preservation Society (PBPS) was founded in 1955 to support the operation of the Puffing Billy Railway line, the third steam railway preservation society in the world (Puffing Billy Preservation Society, 2013; Breydon, 2008). The PBPS was formed out of an agreement with Victorian Railways to allow the train to run on weekends and on public holidays on a three month trial, as long as no losses occurred (Fiddian, 1997). The PBPS continued to run Puffing Billy until 1958, until the length of the railway line between Upper Ferntree Gully and Belgrave was electrified. Following this, PBPS restored the remainder of the line, beginning with Belgrave to Menzies Creek resulting in a new terminus being built in Belgrave and new sleepers and rails being laid (Breydon, 2008). The society volunteers worked to bypass the landslide between Selby and Menzies Creek with the assistance of the Citizens' Military Forces (Langford, 2004), changing the alignment of the railway to avoid this area (Plate 46).



Plate 46 Army bulldozers involved in the track realignment (Burke, 2015)

On July 28, 1962 the Puffing Billy Railway line was reopened, with a steam train reconditioned by the PBPS travelling along the track from Belgrave to Menzies Creek in front of over 1,000 onlookers (Plate 47 and Plate 48) (Reisender, 1986). Transfer of rolling stock was carried out at a ramp at the north end of Belgrave Station (Plate 49) (Vines, 2016). The transfer facility was used between 1962 and 1977 whilst still under Victorian

Railways operation. The Menzies Creek to Emerald section reopened in 1965, with the construction of carriage repair shops and a locomotive depot and the rebuilding of the Emerald to Lakeside section occurring over a period of 10 years. The final section of the line to Gembrook was restored by 1998. Over the following 3 years, Puffing Billy carried 300,000 passengers over a distance of 24.1 kilometres. (Reisender, 1986)

The Emerald Tourist Railway Board was formed in 1977 by an Act of Parliament (The Emerald Tourist Railway Board) to manage operation, maintenance and development of the tourist railway, taking over this function from the Victorian Railways (Puffing Billy Preservation Society, 2013; Heritage Victoria, 2008(b)). As a consequence new maintenance facilities had to be provided. New buildings were erected for storing rolling stock and maintaining locomotives, and additional land had to be purchased to house these. Further earthworks were required to provide the sidings and building sites.

In the 1980s, increased passenger numbers and additional operations meant that the 1960s station was inadequate, and so a larger station site was created below the track level at the present location. The original station building was moved again, and a new two storey station building was erected (Russell, Upper Fern Tree Gully to Gembrook Railway, 2009).



Plate 47 Belgrave Station on the opening day 28 July 1962, showing relocated original station building, new locomotive light-up and storage shed (Photo John Thompson)



Plate 48 Belgrave Station on opening day, 28 July 1962 (Langford, 2004)



Plate 49 Transfer ramp at end of Belgrave Metropolitan railway station May 1962 (Photo John Thompson)

3.8 Heritage Recognition

Although only operating as an effective train service for 54 years, the Puffing Billy Railway has had a substantial impact on the social and historical conscience of the local and wider communities. It is noted as a world class representation of railway preservation and is one of the busiest preserved lines with annual patronage of 470,000 in 2017 (Puffing Billy Railway, 2017).

The Puffing Billy Railway has strong social links, with over 1,000 volunteers involved in the running of the railway and several museums are dedicated to the line.

Various commemorations for the Puffing Billy Railway have been celebrated over the years. In 2000 a plaque was unveiled commemorating the centenary of the Upper Ferntree Gully to Gembrook narrow gauge railway (Plate 50), with another plaque placed at the museum at Menzies Creek Station for the fiftieth anniversary of the re-opening of the Puffing Billy Railway and to commemorate the contribution of volunteers (Railpage, 2011). Puffing Billy celebrated its 60th anniversary of its closure in 2014, which featured a re-creation event, steam train displays, demonstrations, markets and rides

Puffing Billy Railway had been nominated for inclusion on the now defunct Australian Heritage Database, and parts of the railway are included on the Victorian Heritage Register, Victorian Heritage Inventory, National Trust and Heritage Overlays.

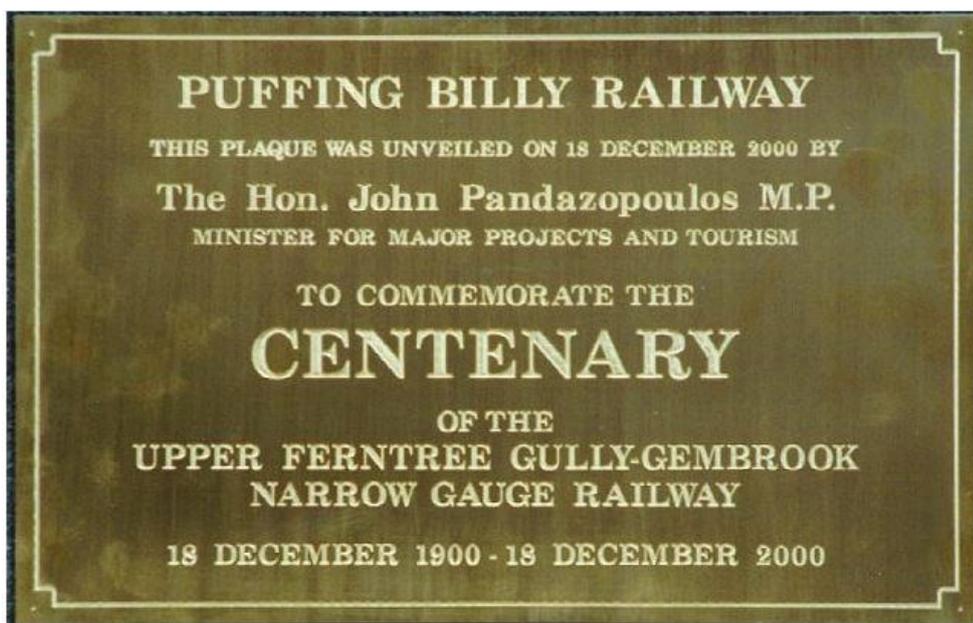


Plate 50 Centenary plaque at Gembrook (Vicsig, 2000)

4 Heritage Elements

4.1 General Description of Remaining Fabric

The Puffing Billy Railway currently covers a distance of 24.1 kilometres from Belgrave Station to Gembrook Station including four trestle bridges and four level crossings (Map 2) (Puffing Billy, 2015). The maximum gradient of is 1 in 30 and the maximum altitude is 318.5 metres above sea level (Puffing Billy, 2015).

The alignment of the railway is relatively unchanged since its conception in 1900, apart from the section of the original line from Upper Ferntree Gully to Belgrave, that was electrified as part of the Suburban railway system, shortening the line by 5.1 kilometres, and realignment of the track at the site of the landslide. While the permanent way remains, many original buildings and stations associated with the Puffing Billy Railway have been removed or altered.

The following section is ordered according to several categories of places:

- fabric original to the line dating to its use as a timber and tourist railway from 1900-1954,
- fabric transferred from other Victorian Railway stations,
- fabric relating to the Puffing Billy Preservation Society early works in restoring the line beginning in the 1960's, and
- modern fabric relating to the line's current use as a tourist railway.

4.2 Upper Ferntree Gully to Gembrook Line Fabric (1900-1954)

4.2.1 Original alignment, cuttings and embankments

Most of the existing track and permanent way of the Puffing Billy Railway follows the original alignment of the Upper Ferntree Gully to Gembrook alignment beyond Belgrave. The alignment, cuttings and embankments demonstrate the historic path of the rail, and the route that the train has taken since 1900 to ferry goods and people through the Dandenongs. The alignment and earthworks also illustrate the early workings, construction and expansion of the Victorian Railways in this era. The placement of the alignment, cuttings and embankments add to the distinctive aesthetic qualities of Puffing Billy Railway as it travels through picturesque landscapes.

Remnant tracks remain from the original alignment at the site of the landslide between Selby and Menzies Creek. A sign documents this location (Plate 51).



Plate 51 Part of original track between Selby and Menzies Creek (Oaten, 2014)

4.2.2 Railway trestle bridge

Listed on the Victorian Heritage Register, Victorian Heritage Inventory and Heritage Overlay, the trestle bridge is regarded as being the most photographed structure in the region demonstrating its aesthetic contribution to the Puffing Billy Railway (Plate 52) (Heritage Victoria, 2000). The bridge is architecturally important as it is unusual in its design to accommodate the steep and difficult terrain with an extreme curve using native timbers. Heritage studies by Context (2000) indicated that some timbers in the bridge possibly date to 1914 and 1922. It is listed on the heritage register for being of historical importance for its association with the construction of narrow gauge railway lines in Victoria, its association with the economic stimulus the narrow gauge railway generated in the Dandenongs for businesses such as Nobelius Nurseries and for its associations with the community movement to protect and restore the narrow gauge line from the 1950s. Its social values also pertain to its association with the tourism industry in Victoria (Heritage Victoria, 2000).



Plate 52 Trestle bridge over Monbulk Creek (Puffing Billy, 2015)

4.2.3 Original Belgrave Station building and remnant of

The building dates from circa 1900, and is currently located north of the two storey main station. The station building was originally located at the site of the present Belgrave Metropolitan station car park, and then moved to the other side of the Belgrave-Gembrook Road when the PBPS reopened the line as a tourist railway. This location was on the west side of the original track opposite the locomotive shed, but was subsequently excavated for the current station road. The station was moved to the present location when the current station road and platforms were constructed (Russell, 2009). The original roof has been replaced with new corrugated metal and water goods such as downpipes and guttering have also been replaced. Sections of wooden panelling have been replaced with softwood. The front of the building has been jacked up and sits on railway rails to ensure there is room for sub-floor assets. It is not clear if the verandah is a reconstruction (Plate 53 and Plate 54).

Despite the alterations and repairs, the form of the building remains the same. This building is an example of the single storey, rectangular portable station buildings of the Victorian Railways.

Its historic values relate to it being one of the few buildings remaining on the Puffing Billy Railway line from its original 1900 to 1954 period of use, and to its association with the Puffing Billy Preservation Society. The building is a typical representative of Victorian Railways station buildings from the early 1900s.



Plate 53 Original Belgrave Station building in relocated position



Plate 54 **Reconstructed and relocated original Belgrave Station building**

4.2.4 **Log loading site, Selby Station**

A log loading area at Selby is listed on the Victorian Heritage Inventory, however the details of the place are largely unknown. It was likely used for log loading in the very early 20th century (Heritage Victoria, 1994).

4.2.5 **Menzies Creek Station Master's Residence**

The Stationmaster's house on School Road east of the station appears to be an original early twentieth century building (Plate 55 and Plate 56). This building is a Victorian Railways "T" type Department Residence, similar to those at Beaconsfield and Sunbury (Heritage Victoria, 1996; Hume City Council, n.d). It is understood that this was relocated from elsewhere to this site in about 1900 and therefore is contemporary with the opening of the line. Another Departmental Residence at Cockatoo (of a different type) burned down in the Ash Wednesday bushfires in 1983 (Railpage, 2011). When moved to Menzies Creek, it was located on the neighbouring block to the east before being moved to its current location in the 1980s (Rayment, 2018). The building is currently occupied by the Menzies Creek Station master. The building evokes an image of what the Puffing Billy Railway would have been like from 1900 to 1954, and through its good integrity and condition has the possibility to reveal information on life during this time period.



Plate 55 Entrance of the station master's residence at Menzie Creek



Plate 56 Stationmaster's residence at Menzies Creek

4.2.6 Original Emerald Station building, toilet block and landscape

The Emerald Station building is a gabled roofed timber and corrugated iron structure, which at least in part, is an original structure dating from 1900. The original section of the Emerald Station building is the north-western section, with the middle section constructed from between 1910 to 1920. The south-eastern section dates to the 1980s (Rayment, 2018). A separate building to the west has also been removed. Despite the alterations and repairs, the form of the building remains the same (Plate 57). The current brick toilet blocks replaced the original toilets in the late 1930s or early 1940s in the same location. This building is a representative example of the single storey, rectangular portable station buildings of the Victorian Railways in the 1900s, and is rare due its condition and intact nature. The northern part of the Emerald Station ground is included on the Cardinia Heritage Overlay (HO 176), but this does not cover the station building.

As with the original Belgrave Station building, the original Emerald Station building's historic values relate to it being one of the few buildings remaining on the Puffing Billy Railway line from its original 1900 to 1954 period of use, and to its association with the Puffing Billy Preservation Society.



Plate 57 Original Emerald Station building

4.2.7 Emerald Former Station Master's House

A Station Master's residence was originally located to the south-east of the Emerald Station platform, where landscape gardening relating to the house is evident (Plate 58 and Plate 59). It is likely that this was a typical prefabricated timber Departmental Residence, and came from another Victorian Railways site. The location of the former house has the potential for archaeological deposits which may reveal information about the lives of station masters during the Victorian Rail era. The mature exotic trees around the site may be garden remnants and add to the cultural landscape character of the place.

The former station masters house was removed and now is believed to be a private residence with modifications and extensions. This was originally located where the current toilets blocks are located (Rayment, 2018).



Plate 58 Site of the former Station Master's house, facing west



Plate 59 Site of former Station Master's residence, facing north-east

4.2.8 Nobelius station building

Nobelius Station comprises of the original corrugated metal Mallee Shed dating to the stations first use in 1927. This building is a representative example of the corrugated metal portable station buildings of the Victorian Railways in the 1900s, and is rare due its condition and intact nature.

4.2.9 Former Nobelius Nursery, Packing Shed and Railway

Listed on the Victorian Heritage Register, National Trust and Cardinia Shire Heritage Overlay, the Nobelius Packing Shed and siding were built around 1904 and comprise a two storey timber structure with a separate siding on an elevated site, with a large retaining wall extending west of the shed and brick chimney on the north east corner (Plate 60). The Nobelius nursery extends to the north and comprises a number of large trees and a substantial cultural landscape relating to the Gembrook Nursery, being one of the foremost nurseries in the 1900s.

The Nobelius nursery, packing shed and siding are notable for their association with Carl Axel Nobelius and their historical association with one of Australia's foremost plant nurseries of the early twentieth century (Heritage Victoria, 2012).

The plantings within the nursery and their linear layout exhibit aesthetic qualities. These plantings are also notable for their scientific significance to botany within Australia, as well as providing an insight into early methods of nursery production, cultivation and plant handling (Heritage Victoria, 2012). Several trees within the nursery are listed on the National Trust tree register for their scientific contribution.



Plate 60 Nobelius packing shed with siding, facing west

4.2.10 Former Gembrook Station Master's Residence

The former Station Master's residence is likely located to the north of the Gembrook Station building (Plate 61). It is likely that the station was a typical prefabricated timber Departmental Residence, and came from another Victorian Railways site. The location of the residence has the potential for archaeological deposits which may reveal information about the lives of station masters during the Victorian Railways era.



Plate 61 Site of the former Gembrook station master's residence (to the right)

4.2.11 Former Gembrook Station site

The site of the original Gembrook Station is located to the north of the current Puffing Billy station adjacent to a portable waiting shed (Plate 62).

The location of the former station has the potential for archaeological deposits which may reveal information about the station during the Victorian Rail era.



Plate 62 Reconstructed waiting shed at original Gembrook Station site

4.2.12 Former Gembrook Goods Shed

A goods shed was located adjacent to the railway line (Plate 63). The location of the former good shed has the potential for archaeological deposits which may reveal information about the station during the Victorian Rail era.

4.2.13 Water tank, Gembrook Station

A water tank to the south of the original platform location dates to the 1900 to 1954 period of the Puffing Billy Railway (Butler, B 2018 pers. comm 1 February) (Plate 63).



Plate 63 Location of the water tank and former Gembrook goods shed

4.2.14 Water tank stand and inspection pit, Gembrook Station

The timber water tank stand at Gembrook Station dates to the 1900 to 1954 period of the Puffing Billy Railway. The water tank itself has been replaced, but the timber stand is original and is likely made of local timbers. The base of the tank is currently concreted in (Plate 64). The timber stand is of representative significance for being an intact example of early water storage techniques, as well as being of scientific significance for its connection to the Puffing Billy Railway and the collection of water during this time. The adjacent inspection pit is also related to the 1900 to 1954 period of the Puffing Billy Railway, although reconstructed in its original location and form. A small shed opposite the water tower originally had a brick chimney, and has been replaced by a slightly smaller modern building. This area has potential for further archaeological remains related to the construction and operation of the line.



Plate 64 Water tank at Gembrook Station

4.3 Transferred Fabric

4.3.1 Puffing Billy Locomotives and Rolling Stock

The Puffing Billy Locomotives and Rolling Stock is registered on the Victorian Heritage Register (H2187) as being of historical and social significance to the State of Victoria.

The Puffing Billy Locomotives and Rolling Stock collection is comprised of three locomotives, six carriages and six assorted vehicles designed for narrow gauge lines and constructed between 1898 and 1926 (Plate 65). The items in the collection are sourced from across Australia, however the majority of the locomotives and rolling stock originate from the Puffing Billy railway. For example, the Garratt locomotive within the Puffing Billy Locomotive and Rolling Stock Collection is originally from the Walhalla line and the Colac line.

A further two locomotives and additional rolling stock are also part of the rolling stock collection owned by Puffing Billy, however these are not listed on the register as only representative types were listed. All six remaining NA class locomotives operated on the Gembrook line in the 1900-1954 era at various times, whilst being shared around some or all of the other three narrow gauge lines. NA locomotives 3A and 8A spent the vast majority of their working life on the Gembrook line. The open sided NBH carriages were built exclusively for the Gembrook line (Rayment, 2018).

The locomotives are excellent examples of narrow gauge, early twentieth century Victorian Railways steam trains and are in good condition. The collection is of historical significance for its role in the history of tourism in Victoria, as well as being of social significance for its connection to the Puffing Billy Railway and Puffing Billy Preservation Society.



Plate 65 Locomotive G42. G42 is registered as part of H2187

4.3.2 Current 'Hilton', Belgrave

This small building is presently located on the west side of the locomotive depot. It is a standard Victorian Railways portable hut which has been sourced from elsewhere on Victorian Railways. There are no heritage values associated with this building. This is not the original building used by the Puffing Billy preservation Society in its early days of conception (Butler, B 2017 pers. comm 5 September).



Plate 66 "The Hilton"

4.3.3 Selby station building

The station comprises a reconstructed corrugated waiting shed and a short platform. As the building has been reconstructed it has no individual heritage values.

4.3.4 Clematis station building

The station comprises a corrugated metal shed with a verandah conjoined to a wooden building. Both have flat roofs. A small retaining wall with a slight platform denotes the station. The current structure is a reconstruction (Plate 67), and has no individual heritage value.



Plate 67 Clematis Station building

4.3.5 Turntable, Emerald

The Emerald turntable has been constructed from equipment from the former Newport Workshops which was acquired in 1989 (Plate 68). The turntable was then repaired and re-bricked with the involvement of bricklaying students from Holmesglen University in 2010 (Neill, 2010), indicating social ties to a wider community. The turntable is of representative value, being an intact and working example of a duel gauge turntable.



Plate 68 Turntable at Emerald Station

4.3.6 Portable building, Emerald Station

Probable original Victorian Railway portable building sourced from another railway line (Plate 69). This building has the potential to reveal information about original buildings located along Victorian Railways lines.



Plate 69 Probable original VR portable building (Vines, 2016)

4.3.7 Wig wag signals, Lakeside

The "Wig-Wag" signal is an old style warning light on the end of an arm which is situated at a pedestrian crossing in Lakeside. Wig-Wag signals are no longer legal in Victoria for vehicle crossings, and it is believed to be the only one of its type in use in Victoria, indicating its rarity.

4.3.8 Wright station building

Wright Station is currently a corrugated metal waiting shed with a timber door and skillion roof. It is a replica of the original, and has no individual heritage values.

4.3.9 Cockatoo station building

Cockatoo Station grounds comprise a reconstructed platform and small shed understood to have come from another Victorian Railways station (Plate 70). It has no individual heritage values.

A stand of English Oak trees out of the station precinct are listed on the Cardinia Shire Heritage Overlay for their scientific values. The trees are located within an area listed on the National Trust for its aesthetic values relating to its landscape.



Plate 70 Cocaktoo Station

4.3.10 Fielder station building

Like Wright, Fielder Station Mallee Shed is a replica of the original, constructed in the 1990s. It has no individual heritage values

4.3.11 Signalling Collection

The signals, levers and switchboard used at the Puffing Billy Railway have been sourced from various other Victorian Railways lines, modified and cobbled together (Plate 71 and Plate 72). A good example is currently located at Menzies Creek Station. No signals in service are thought to be original to the line or in their original position, however they are in good condition and are in working order and represent activities undertaken during the Victorian Railways era. They also have the ability to yield information regarding the day to day running of a train in the early to mid-1900s.



Plate 71 Lever frame inside Menzies Creek Station



Plate 72 Switchboard inside Menzies Creek Station

4.4 Puffing Billy Preservation Society Fabric

4.4.1 1962 Engine running shed, Belgrave Station

A simple corrugated metal structure was the first engine running shed building constructed by the PBPS at Belgrave Station (Butler, B 2017 pers. comm 5 September) (Plate 73). It has social values and historical significance for its association with the PBPS in their formative years and with its assistance in the reopening of the line.



Plate 73 First engine running shed built by Puffing Billy Preservation Society at Belgrave

4.4.2 Current running shed, Belgrave Station

The current engine running shed with inspection pit was constructed in the 1980s using salvaged material from other railway buildings (Plate 74). Its values relate to its use by the PBPS, as well as being an example of the types of structures patched together by the PBPS.



Plate 74 Current engine running shed at Belgrave

4.4.3 Remnant of 1962 Belgrave Station platform

A 1.5 metre section of timber platform coping from the 1962 Puffing Billy Preservation Society built station remains at the top end of the rail yard just past the former running shed. Preservation of this has historical significance for its association with the Puffing Billy Preservation Society.

4.4.4 Realignment of track

Local volunteers and members of the Citizens Military Forces realigned a section of the Puffing Billy Track to bypass the landslide location at the horseshoe curve between Selby and Menzies Creek in 1959. This area represents the community involvement of the early Puffing Billy Preservation Society in altering the line to avoid the landslide site and to ensure the Puffing Billy could run again.

4.4.5 Menzies Creek station building

Menzies Creek Station was originally a simple low pitched skillion roofed, timber and corrugated iron waiting shed with a flat verandah awning and platform (Plate 75). The current building is a hipped roof structure, with brick chimneys and verandahs on both sides, remade during the 1980s using surplus from other Victorian Railways structures.

The Station has been relocated to the middle of island platform when it was constructed in the 1990's for safety reasons (Russell, 2003). As it was one of the buildings restored by the PBPS to enable the Puffing Billy Railway to reopen it has a strong social association to the PBPS. There is a tree to the north of the station precinct which is listed on the National Trust tree register for its scientific significance. Menzies Creek valley landscape is also listed on the National Trust for its scientific, aesthetic and social values.



Plate 75 Menzies Creek Station

4.4.6 'The Hilton', Gembrook

The original 'Hilton' came from elsewhere on a Victorian Railways line, before being positioned at Belgrave Station and is now currently situated at Gembrook Station. It is a standard Victorian Railways portable hut, which was pre-formed and assembled on site. This was the first structure used by the PBPS and has a direct association with the reopening of the Puffing Billy Railway by the PBPS in 1962. It has had an enduring use since this period.

4.5 Modern Fabric

4.5.1 Belgrave Station and associated buildings

The modern station buildings along the Puffing Billy Railway have been constructed around 1990 in the style of Federation architecture, with Belgrave Station also incorporating Tudor Revival architecture in the form of half timbering and stucco on its façade (Plate 76). A palette of heritage colours which have been issued by the PBPS have been used on the buildings. The Heritage Standards Manual issued and implemented by the PBPS states "The brown (BS 412) and light buff (BS 358) scheme used on the Puffing Billy Railway in recent years relates to a Victorian Railways colour scheme not introduced until the early 1940s. This scheme was described as "dark brown and light stone" (Puffing Billy Railway, 2006). The Heritage Standards Manual is discussed further in Section 6.1.1.

Several plaques on Belgrave Station indicates the building was constructed in 1990, however the other station buildings on the line have no indication of their build or reconstruction year.

The new platform for the Belgrave station was constructed during the 1980s by members of the PBPS on a safer gradient. This building has no heritage values.

The construction and use of new heritage-styled buildings relate to the Puffing Billy Railway's current use as a tourist railway. The staff and volunteers working in publicly visible positions on the railway dress in heritage

style uniforms, based on uniforms worn by Victorian Railways staff in 1900 to 1930. The theatre of the Puffing Billy Railway relates to its social themes as a tourist heritage railway.



Plate 76 Current Belgrave station building

4.5.2 Menzies Creek station amenities block

The toilet buildings to the south-east of the station platform at Menzies Creek are a modern structure and have no individual heritage significance.

4.5.3 Menzies Creek workshop area

A large corrugated iron structure is located within the Menzies Creek station precinct within concreted and gravel areas (Plate 77). An open shed is also located in this area. These are modern buildings and have no individual heritage significance.



Plate 77 Menzies Creek workshop area

4.5.4 Emerald reconstructed stock loading ramps

A loading platform and stockyards were located on the north side of the line near Kilvington Road, but the current structures are apparently reconstructed using elements from west Gippsland saleyards (Plate 78) (Vines, 2016). They have no individual heritage significance, beyond their contribution to the 'character' of the railway and are located in the position of the original stockyards and loading ramps.



Plate 78 Reconstructed livestock pens and loading ramp

4.5.5 Corrugated iron shed and storage container, Emerald

A corrugated iron storage shed and storage container are located at Emerald Station for storage purposes. Being a modern construction, they have no individual heritage values.

4.5.6 Lakeside Station and associated buildings

Lakeside was progressively developed with the initial stopping place having a single sign. A long single-faced platform was constructed in 1961 and station buildings and waiting shelters were added progressively from 1995 until 1999 (Plate 79). This included replacing the single-faced platform with the current island platform. The current station building is modern and has no individual heritage values. There are several trees to the north of the station outside of the station precinct that are listed on the National Trust tree register and the Cardinia Shire Heritage overlay which relate to their scientific and aesthetic significance.



Plate 79 Lakeside Station

4.5.7 Gembrook Station

A small reconstructed station building sits on the original platform site at the north of the yard, while a much larger modern building is located on the southern end of the yard on Belgrave-Gembrook Road (Plate 80 and Plate 81). The construction of these buildings dates to 1998. A modern construction, the station has no individual heritage values.

Two stands of trees are listed on the Cardinia Shire Heritage Overlay, Cardinia significant trees register and the National Trust tree register for their aesthetic, representativeness and rare heritage values.



Plate 80 Modern building, southern end of Gembrook Station



Plate 81 General view to modern Gembrook Station

4.5.8 Reconstructed locomotive engine pit and workshop, Gembrook Station

A large reconstructed locomotive pit is located at the east of the station precinct which was constructed as part of the station in 1998 (Plate 82). The workshop and reconstructed engine pit are modern and has no heritage, however was constructed on the original location of the Emerald Station engine pit. The original inspection and ash pit was located near the current ash pit at the end of the modern station platform and close to the main road. This structure is of similar form and size as the earlier one, and may reuse part of the structure of the original. It therefore may have archaeological values. There is potential for archaeological deposits relating to the original pit, such as post holes, in this location.



Plate 82 Locomotive shed pit

4.6 Unrelated Fabric

4.6.1 Old Belgrave Bowling Club

The former Belgrave Bowling Club was situated within the Belgrave Station precinct, approximately in the location of the carpark and volunteer building (Plate 83). There are no records of this club after 1940 (Upwey-Tecoma Bowls Club, 2010). In 1929 the Belgrave Bowling Club constructed a four-rink bowling green (Sporting Globe, 1929), however other records are sparse. The location of the building has the potential for archaeological deposits which may reveal information about the recreational activities of the local community during the early to mid-1900s. The larger volunteer building appears to be a former portable school classroom.

The location of the former bowling club has the potential for archaeological deposits.



Plate 83 Location of the old Belgrave Bowling Club below asphalt carpark

4.6.2 Yanakie Homestead

Located to the north of the Puffing Billy Rail alignment between Belgrave and the trestle bridge are the remains of the Yanakie Homestead. Exotic plants and chimney remains are visible but site is largely inaccessible due to regrowth. The place is listed on the Victorian Heritage Inventory but no records regarding its significance are available. The location of the homestead has the potential for archaeological deposits which may reveal information about the lives of people living in the Dandenongs.

4.6.3 20th Century house, Gembrook workshops

Located where the proposed Gembrook workshops will be located, the house is in disrepair and likely dates to post 1957. The house has no heritage values.

4.6.4 Former Gembrook General Store

The site of the original Gembrook General Store was located adjacent to the Gembrook Station precinct. It was originally a weatherboard and timber structure constructed between 1902 and 1905 but has subsequently been demolished. Exotic plantings remain. The location of the store has the potential for archaeological deposits.

4.7 Summary

There is a number of remnant items and fabric dating to the original narrow gauge Upper Ferntree Gully to Gembrook Railway. These items are of historical significance, being a surviving example of narrow gauge railways in Victoria. The original alignment of the Puffing Billy Railway remains virtually intact, only deviating from the original course when the PBPS altered the alignment to avoid an area of landslides. Buildings dating from this original period of use include the original station building at Belgrave, the majority of the Emerald Station building, the Nobelius station building and the Nobelius packing shed and nursery. Significant elements are shown in Map 2 and Map 3, and discussed further in Section 5.

5 Cultural Significance

5.1 Foundation of Assessment

Assessing the heritage significance of a historical site is undertaken to make decisions about the best way to protect and manage the site. Heritage significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects (Australia ICOMOS Inc, 2013). Understanding the cultural heritage significance of a historical site is essential for formulating management recommendations.

To assess the heritage significance of Puffing Billy Railway, places and related objects a range of heritage criteria and values must be considered. The Burra Charter broadly defines this as 'aesthetics, historic, scientific or social values for past, present and future generations (Walker & Marquis-Kyle, 2004, p. 103). As a consequence of this the Puffing Billy Railway is likely to hold a diverse range of heritage values and significance to an assortment of stakeholders.

Currently, Puffing Billy Railway cultural heritage is managed by three levels of statutory protection. These are defined in Heritage Victoria's (2008a) Technical Guide as:

State significance – the Victorian Heritage Register

Heritage places included on the register have outstanding heritage values and be a type or class of place associated with an event, a movement, person or group that is of particular importance to Victoria.

Local significance – the Heritage Overlay

Cultural heritage places included on the overlay will be of historical, social, aesthetic or technical/research significance in a local geographic context. Given that the Heritage Overlay and the Victorian Planning Scheme operate at the municipal level, an assessment of local significance usually means within the local government area.

Archaeological significance – the Victorian Heritage Inventory

Cultural heritage places included on the inventory include all historical archaeological sites older than 50 years. Archaeological significance is a measure of the integrity of a cultural heritage place. This includes whether it is rare or representative in terms of the extent, nature and preservation of archaeological deposits.

Assessments of the significance can be complex and include a range of heritage values. To provide a comparative framework with which to systematically assess the degree of significance of the cultural heritage place in relation to another, a summary of heritage values of the cultural heritage place can be defined under the four categories of heritage values defined in the Australia International Council on Monuments and Places Burra Charter (2013):

- **Aesthetic significance**

Includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.

- **Historical significance**

It has influenced – or been influenced by an historical figure, event, phase or activity. It may also have value as the location of an important event.

- **Scientific significance**

Reflects both the archaeological significance and more generally its scientific or research value. That is the potential of a cultural heritage place to contribute to our understanding of the past which is in turn dependent on the importance of the data involved, on its rarity, quality or representativeness and on the degree to which the cultural heritage place may contribute further information.

- **Social significance**

Embraces the qualities for which a place has become a focus of spiritual, political, national or cultural sentiment to a group.

5.2 Conservation Principles

The categories of significance listed in the Burra Charter are not an end, but provide a framework for making the assessment of significance more systematic, thereby enabling comparison of the cultural heritage place's values with other places.

Article 26 of Burra Charter states that:

Work on a place should be preceded by studies to understand of the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and discipline.

Keeping Article 26 in mind, a comparative assessment is done to establish the relative degree of significance of the cultural heritage place, whether it is of significance at a local, regional or state level and therefore whether it should be recommended for inclusion on the Heritage Register, Heritage Overlay or Heritage Inventory.

5.3 Methodology for assessing significance

Various government agencies, including the Australian Heritage Commission and Heritage Victoria, have developed formal criteria for assessing heritage significance. Based on the principles of the Burra Charter, the Victorian Heritage Council has identified eight criteria against which nominations for the Heritage Register can be assessed. These criteria can be used to develop a statement of significance for the cultural heritage place.

Table 3 Victorian Heritage Council heritage significance criteria.

Criterion	Description
A	Importance to the course, or pattern, of Victoria's cultural history .
B	Possession of uncommon, rare or endangered aspects of Victoria's cultural history.
C	Potential to yield information that will contribute to an understanding of Victoria's cultural history.
D	Importance of demonstrating the principal characteristics of a class of cultural places and objects.
E	Importance in exhibiting particular aesthetic characteristics.
F	Importance in demonstrating a high degree of creative or technical achievement in a particular period.

Criterion	Description
G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
H	Special association with the life or works of a person, or groups of persons, important in Victoria's history

5.4 Grading significance

Table 5 Grading significance criteria.

Grading	Justification	Status	Implications
Primary	Puffing Billy Railway places and objects that represent outstanding cultural heritage significance. Including those previously identified on the VHR, VHI, HO, NT or other heritage registers.	Fulfils criteria for local and state significance.	Elements should be conserved in accordance with Burra Charter principles.
Contributory	Puffing Billy Railway places and objects that represent a high degree of original fabric. Demonstrates a key element of the item's significance. Previous alterations do not detract from its significance.	Fulfils criteria for local and state significance.	Elements should be conserved in accordance with Burra Charter principles. Conservation should be balanced by an assessment of the practical consequences for the continued conservation and use of the place or object.
Moderate	Puffing Billy Railway places and objects that have been altered or modified. The elements have little heritage significance, however contribute to the overall significance of the place or object.	Fulfils criteria for local and state significance.	Acceptable options include retention, recycling and replacement by new construction in a way that has minimal adverse effect on, and enhances the significance of 'Primary' and 'Contributory' places or object.
No significance	Places or objects associated to Puffing Billy Railway that have alterations or additions that detract from the cultural significance. This includes places and objects that are difficult to interpret.	Does not fulfil criteria for local or state listing.	Acceptable options include retention, recycling and replacement by new construction in a way that has minimal adverse effect on, and enhances the significance of 'Primary' 'Contributory' and 'Moderate' places or objects.

5.5 Overview and Significance

The cultural significance of the Puffing Billy Railway comprises elements of surviving built fabric, landscape values, contemporary social values and historical uses.

The elements are interrelated and all contribute to a distinctive cultural landscape. While the overall cultural landscape needs to be appreciated and managed as a single entity, the constituent elements are of different levels of significance. The various physical structures are categorised according to their significance as follows in Table 4, Map 2 and Map 3.

Table 4 Significance assessment of Puffing Billy Railway items

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Movable objects				
Puffing Billy locomotives and rolling stock	VHR H2187	A: Historic B: Rarity C: Scientific D: Representative E: Aesthetic F: Technical G: Social	The Puffing Billy Rolling Stock Collection is of historical and social significance to the State of Victoria. Not related to a specific place.	Primary
Signals collection		C: Scientific D: Representative	Signals have been sourced from other Victorian Railway lines. None are in original position.	Moderate
Landscape				
Puffing Billy linear curtilage, alignment and environs		A: Historic B: Rarity C: Scientific D: Representative E: Aesthetic F: Technical G: Social	Puffing Billy Railways follows the vast original alignment of the 1900 Upper Ferntree Gully to Gembrook narrow gauge alignment.	Primary
Belgrave Precinct (Map 2.1)				
Current engine running shed		G: Social	Constructed using salvage material from other Victorian railway buildings in the 1980's.	Contributory

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Belgrave station and associated buildings		None	The new platform for the Belgrave station was constructed in 1982 by members of the PBPS on a safer gradient. Belgrave station building was constructed in 1990 Federation style with Tudor elements.	No significance
Original Belgrave station building		A: Historic B: Rarity C: Scientific D: Representative G: Social	The building dates from circa 1900, and is currently located north of the two storey reproduction main station. The station building was initially moved by the PBPS to the opposite side of the road in 1982, and was also previously moved post 1954.	Moderate
1962 Engine running shed		G: Social	Old Engine Shed and inspection pit, repurposed in the 1960s. One of the earliest buildings used by the PBPS.	Contributory
1962 Belgrave Station platform		G: Social	1.5 metre section of timber platform built by the PBPS.	Contributory
Current 'Hilton, Belgrave		None	This is a small building which is a standard Victorian Railways portable which has been sourced from elsewhere in Victorian.	No significance
Old Belgrave bowling club location		None	Very low level archaeological significance.	Contributory (archaeological potential)
Trestle bridge	VHR H1439; Yarra Ranges HO HO32; NT B2960	A: Historic B: Rarity C: Scientific D: Representative E: Aesthetic G: Social	Built in 1900 for narrow gauge line. Built in the Victorian standard pattern, unusual its curve.	Primary
EC-5 Yanakie homestead	VHI H922-0165	C: Scientific	Possible archaeological remains, north side of PBR line near trestle bridge.	Contributory (archaeological potential)
Selby Precinct (Map 2.2)				
Selby station shed		None	Reconstructed station comprise a corrugated waiting shed and short platform.	No significance

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
EC-7 Log loading siding	VHI H7922-0167	C: Scientific	Possible archaeological remains: straddles the PBR line between St Leonards Rd and Aura Selby Road.	Contributory
Realignment of track		G: Social	Track realigned by community after landslide	Contributory
Menzies Creek Precinct (Map 2.3)				
Menzies Creek station building		G: Social	Menzies Creek Station was originally a simple low pitched skillion roofed, timber and corrugated iron waiting shed with a flat verandah awning and platform. The current building is a hipped roof structure, with brick chimneys and verandahs on both sides, remade during the 1960s using surplus from other Victorian Railways structures.	Moderate
Original Menzies Creek station master's residence		C: Scientific E: Aesthetic G: Social	The Stationmaster's house on School Road east of the station appears to be an original early twentieth century building and potentially of individual heritage significance. This building is a Victorian Railways "T" type Department Residence, similar to those at Beaconsfield and Sunbury. It is understood that this was relocated from elsewhere to this site in about 1900.	Contributory
Menzies Creek workshop		None	Modern construction.	No significance
Menzies Creek station amenities block		None	Constructed in the 1980s.	No significance
Menzies Creek Valley landscape	NT L10108	C: Scientific E: Aesthetic G: Social	Landscape classification: no statutory controls.	Primary
Clematis Precinct (Map 2.4)				
Clematis station		None	Original structure burnt down, replaced with corrugated metal shed with veranda. Small retaining wall denotes platform.	No significance
Emerald Precinct (Map 2.5)				

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Original Emerald station building	VHI D7922-0162; NT B5640	A: Historic B: Rarity D: Representative E: Aesthetic G: Social	Possibly the most intact on the line, with at least part of the original building surviving in its original location. The building is a gabled roofed timber and corrugated iron structure, which at least in part, is an original structure dating from 1900. It has been modified and extended. The northern part of the Emerald Station ground is included on the Cardinia Heritage Overlay (HO 176), but this does not cover the station (proposed to be amended).	Primary
Former Emerald station master's residence		C: Scientific	Low level archaeological potential. Evidence of landscape gardening relating to former residence.	Contributory (archaeological potential)
Emerald station ground/landscape	Cardinia HO HO176	C: Scientific E: Aesthetic G: Social	The current heritage precinct HO176 does not include all of the Emerald station ground. Tree controls apply.	Contributory
Emerald reconstructed stock loading ramps		None	Relocated and reconstructed from material sourced from sale yards. Representative in type only.	No significance
Portable building		C: Scientific	Probable original Victorian Railway building.	Contributory
Corrugated iron shed and storage container		None	Corrugated iron storage shed and storage container. Modern construction.	No significance
Turntable at Emerald station		E: Aesthetic G: Social	The turntable has been constructed for equipment from the former Newport Workshops acquired in 1989. Was repaired and re-bricked with the involvement of bricklaying students from Holmesglen University	Contributory
Nobelius Precinct (Map 2.6)				
Nobelius station shed		A: Historic B: Rarity D: Representative E: Aesthetic G: Social	Original station building from when the line extended to Nobelius in 1927.	Primary

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Dutch Elms and Oaks	Cardinia significant trees 01-3782-09	B: Rarity C: Scientific E: Aesthetic	Tree classification with local government management conditions	Primary
Nobelius Packing Shed Precinct (Map 2.7)				
Nobelius nursery and packing shed	VHR H2285; Cardinia HO HO237	A: Historic B: Representative C: Scientific E: Aesthetic G: Social H: Association	Excludes main PBR line tracks, same as VHR extent. The Nobelius Packing Shed and siding were built around 1904 and comprise a two storey timber structure with a separate siding on an elevated site, with a large retaining wall extending west of the shed and brick chimney on the north east corner. The Nobelius nursery extends to the north and comprises a number of large trees and a substantial cultural landscape.	Primary
Nobelius nursery and Emerald Country Club	NT G13028	A: Historic B: Representative C: Scientific E: Aesthetic H: Association	Garden classification: no statutory controls. Refer Nobelius nursery and packing station	Primary
Lakeside Precinct (Map 2.8)				
Lakeside station building		None	Comprises two modern platforms with modern station buildings on the east side, island platform waiting shelters, elevated water	No significance
Wig Wag level crossing		B: Rarity G: Social	'Wig-wag' level crossing warning signal.	Moderate
Emerald Lake Park	Cardinia HO HO106	E: Aesthetic G: Social	The Emerald Lake Park was an integral part of the tourist railway. Other landscaping and rustic shelters are located adjacent to the Lakeside station.	Primary
Beech, <i>Fagus sylvatica</i>	Cardinia significant trees 01-3782-08	E: Aesthetic	Tree classification with local government management conditions.	Primary
Wright Precinct (Map 2.9)				

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Wright station shed		None	The station is a replica of the original, being a corrugated metal waiting shed with a timber door and skillion roof.	No significance
Cockatoo Precinct (Map 2.10)				
Red, Hybrid, English Oaks <i>Quercus Spp.</i>	Cardinia HO HO245	C: Scientific	Tree classification with local government management conditions.	Primary
Cockatoo station shed		None	Grounds comprise a reconstructed platform and small shed understood to have come from another Victorian Railways station.	No significance
Puffing Billy Railway Reserve and environs	NT L10112	A: Historical F: Technical G: Social	Landscape classification: no statutory controls (presumably covers PBR line from Belgrave to Gembrook).	Primary
Cockatoo Creek landscape	NT L10093	E: Aesthetic	Landscape classification: no statutory controls	Primary
Fielder Precinct (Map 2.11)				
Fielder station shed		None	Corrugated metal waiting shed. Reconstructed In 1996	No significance
Gembrook Precinct (Map 2.12 - Map 2.13)				
Former Gembrook station master's residence		C: Scientific	Low level archaeological potential. Evidence of landscape gardening relating to former residence.	Contributory (archaeological potential)
Former Gembrook station site		C: Scientific	Low level archaeological potential.	Contributory (archaeological potential)
Former Gembrook goods shed		C: Scientific	Low level archaeological potential.	Contributory (archaeological potential)
Gembrook reconstructed locomotive shed, engine pit and workshops		None	All modern construction.	No Significance

Site Element/Feature	Applicable VHR, VHI, HO, NT or other register	Victorian Heritage Council heritage significance criteria	Description	Significance grading
Gembrook station building		None	A modern construction.	No significance
'The Hilton', Gembrook		A: Historic G: Social	First building used by PBPS. The building has been relocated to its current site.	Moderate
20th Century house, Gembrook workshops		None	Early 20 th Century timber building lease in perpetuity.	No significance
Gembrook station	Cardinia HO HO189	None	Overlay covers both side of the Main Street, including the modern Gembrook station buildings. Has local government planning controls.	No significance
Water tank		C: Scientific D: Representative	Early example of a tank stand. Modern tank.	Moderate
Water tank		C: Scientific D: Representative	Early example of a water tank.	Moderate
Bhutan Pines <i>Pinus wallichiana</i>	Cardinia HO HO61; NT Tree register	A: Historic D: Representative E: Aesthetic	Trees along boundary with station ground.	Primary
Gembrook General Store	NT B6885	None	Building burnt down or demolished. Low level archaeological potential. .	Contributory (archaeological potential)
Algerian Oaks <i>Quercus canariensis</i>	Cardinia significant trees 01-3782-02; Cardinia HO HO268	E: Aesthetic	Numerous locations including the north side of the Main Street adjacent to railway reserve and other locations.	Primary

5.6 Comparative Analysis

A comparison with other related or similar sites and places assists in determining the heritage values of a particular item or feature. Comparative analysis can assist with identifying the appropriate level of heritage significance of a site, and is useful in the validation process of determining whether a heritage listing remains current.

The following comparative analysis seeks to situate Puffing Billy Railway within the context of similar heritage sites sourced from a search of the Victorian Heritage Register (VHR), Victorian Heritage Inventory (VHI) and (NT) National Trust databases. The sites selected contain either similar building types or heritage values to the Puffing Billy Railway.

5.6.1 Puffing Billy Railway

The Puffing Billy Railway is a narrow gauge tourist railway line with original and reproduction heritage stations and associated buildings, as well as State heritage listed locomotives and rolling stock. In assessing the historic heritage values of the Puffing Billy Railway, the collections historical and social associations are of primary interest.

The following comparative analysis uses the Great Ocean Road and Bairnsdale - Orbost Railway Line (Western Part) and Walhalla Goldfields Railway Rail Bridge as examples of similar railway items from the same period. These items are all located in Victoria and some are registered on the VHR and RNE (Register of the National Estate).

Great Ocean Road

Description

The Great Ocean Road stretches 242 kilometres from Torquay to its junction with the Princes Highway east of Allansford in western Victoria. It was designed and supervised by Country Roads Board engineer Major William McCormack and constructed by more than 3000 returned servicemen between 1919 and 1932 as part of a repatriation project. It was initially known as "Anzac Highway" and "Anzac Memorial Highway". Funding for the road's construction was generated and managed by the Great Ocean Road Trust, led by businessman, philanthropist and former Mayor of Geelong, Howard Hitchcock. The repatriation workers were housed in at least 13 campsites along the route, some housing up to 120 men. The Trust initially allowed access to the road by tolls at a number of booths along the route, but when the road was gifted to the State of Victoria in 1936 these were abolished. A Memorial Arch at Eastern View was built as the official gateway to the Great Ocean Road and several memorial plaques along the route commemorate the achievements of the key members involved in the project, and dedicate the road to the memory of First World War servicemen. The repatriation workers carved the difficult section of road between Lorne and Kennett River from the rocky cliffs using hand tools, explosives and horse and bucket. Tool marks on the cliff faces on this segment of the route are evidence of the hand construction of the road. The returned soldiers who worked on it gave names such as Shrapnel Gully (a battlefield site at Anzac Cove, Gallipoli) to natural features they encountered. The road is a two-lane winding bitumen structure with frequent roadside viewing points, passing through diverse coastal landscapes. For most of its length the road abuts Bass Strait, with the 75 kilometre stretch of curvilinear road hugging the cliffs from Eastern View to Apollo Bay. There have been minor road alignment changes to the Great Ocean Road to improve road safety and original alignments occur north of Glenaire (Old Ocean Road), east of Princetown (Old Ocean Road) and in the township of Port Campbell (Lord Street). The first simple arch at The Springs tollgate, painted with 'Returned Soldiers and Sailors Memorial Great Ocean Road', was demolished when the toll was abandoned in 1936. The wooden arch has been rebuilt three times, most recently following its destruction in the Ash Wednesday bushfires of 1983. The Wathaurung people are the traditional owners of the eastern portion of the nominated land No Registered Aboriginal Party has been appointed for the remainder.

Significance

The Great Ocean Road is of historical, archaeological, aesthetic and social significance to the State of Victoria.

Statement of Significance. The Great Ocean Road is of historical significance as a tangible reminder of the work undertaken from 1919 to 1932 by 3000 repatriated ex-servicemen to honour their fellow soldiers and sailors from the World War I (Criterion A). The Great Ocean Road is of archaeological significance for its potential to contain features, deposits and/or relics associated with the construction and occupation of construction campsites and toll booths that will contribute to an understanding of the construction and operation of the Great Ocean Road

(Criterion C). The Great Ocean Road is of aesthetic significance as a sinuous road winding through dramatic topography (Criterion E). The Great Ocean Road is socially significant for its provision of access to popular places for recreation and leisure. The Victorian community continues to demonstrate its attachment to the Great Ocean Road by using it to access these places (Criterion G). The Great Ocean Road is significant for its special association with the returned servicemen of World War I who were largely responsible for its construction (Criterion H).

Bairnsdale - Orbost Railway Line (Western Part), Bairnsdale, VIC, Australia

Description

In 1878 the Gippsland Railway had reached Sale, with coaches now serving Bairnsdale on a regular basis and Melbourne within 15 hours travel time. However, pressure grew to extend the line to Bairnsdale as both a replacement for sea and overland traffic. At the same time, the Lake Entrance New Works project was in train which provided an argument for maintaining the limited government expenditure on this rather than another railway project, providing opposition to extending the line. In 1882 a survey was done followed by estimates in the first of the famous Octopus Acts of the booming 1880s. The first contract was let in 1885 with the terminus reached by 1888, also linking with the wharf to make the town the shipping centre of the Gippsland Lakes and associated rivers. Meanwhile Bruthen people approached the government in 1886 to extend the line further, eventuating in a multi-branch railway league which sought a line as far as the border and Bombala, among others. The 1890 Railway Bill, although it included over 817 miles of railway at a cost of over seven million pounds, did not include the promised Sale to Albeton railway but did include the Bairnsdale to Bruthen line {GT 18/6/1890}. The Monaro project was revived in the 1890s with Orbost as its minimum extent. Given the Depression, a light rail line was surveyed via Cunninghame and Lake Tyers with a branch from Swan Reach to Bruthen. Another line was surveyed to Ormeo but no action was taken on either {Adams: 63-6, 68, 215}. In 1909 another Act allowed for the Orbost railway extension and work began at Bairnsdale in 1912, served by a large encampment there. The first train traversed a temporary bridge (opened as a permanent structure 26 October 1915) over the Mitchell River to Lucknow in May of the following year. By November the line was at Bruthen and on the 14 January 1916 it opened at Orbost. This was at the same time as the introduction of motor vehicles to the area and the new road construction under the main Roads Board (later Country Roads Board). Despite an increase in traffic to Bairnsdale the Orbost line failed to pay its way such that rail motors replaced passenger trains in 1924. The Depression meant the cessation of passenger traffic in 1935. With reduced train frequency the line was under threat of closure in 1980 {ibid.} (Australian Heritage Database, 2009).

Significance

The western part of the Bairnsdale to Orbost Railway Line is of historical, scientific, technological and social significance.

Statement of Significance

The Bairnsdale to Bruthen Railway Line (part Bairnsdale to Orbost line) trestle bridges, trackway and station reserves is significant to the Gippsland Region as an expression of a period when railway was the major means of reaching markets and carrying passengers while defeating poor road construction and maintenance and, in this part of the region, linking up with enhanced water transport networks via the rivers and Gippsland Lakes. As in other hilly regions the line was made more important to the population by its conquering of the difficult terrain. Its construction was crucial to the opening up of farming land in the Bruthen district. (Criterion A4). The height and span of the timber bridges along the line present a major technical achievement. (Criterion F2). The number and size of the timber railway bridges (although altered) along the line parallels with only a few such groups in the State. (Criteria B2). Attendees at the 1998 Bruthen workshop (Gippsland RFA) recognised this achievement as significant to the local and broader community and the timber bridges have been recognised by the National Trust of Australia (Vic). (Criterion G1) (Australian Heritage Database, 2009).

Walhalla Goldfield Railway Rail Bridge

Description

Construction of the Rail Bridge, over Thomson River on the Moe to Walhalla Railway was completed late in 1909 and the line was eventually opened through to Walhalla by March 1910. The Moe to Walhalla railway was one of four experimental routes constructed early this century. The lines were intended to develop isolated districts where conventional broad lines incurred prohibitive construction costs. In particular the Moe to Walhalla Railway was constructed to support the gold boom in the area, but ironically this had nearly ceased by the time the railway was built. The necessity to cross the Thomson River some five kilometres south west from Walhalla required the largest single structure on the railway. The Victorian Railways designed a substantial bridge which contained four central concrete piers built into the river bed, the construction of which required temporary diversion of the river. The line was closed in 1954 and re-opened in 1994, to serve as a tourist railway.

The Rail Bridge, over Thomson River is a girder bridge almost 100 metres long and little more than two metres wide. It is comprised of four concrete piers supporting the river spans, as well as five timber trestle piers and two timber abutment piers supporting the approach spans. The approach spans are wrought iron bridge beams which had previously been used in the North Eastern Railway Line. The first and third main river spans are mild steel girders, new at the time of construction. The second river span is a mild steel lattice girder which had previously been used in a bridge at Tocumwal. The bridge remains largely intact and carries a timber deck and single, narrow-gauge rail track over the Thomson River Valley, serving the tourist railway from Thomson to Stringer's Creek Gorge.

Significance

The Rail Bridge, over Thomson River, Walhalla is of historical, social and architectural significance to the State of Victoria.

Statement of Significance

The Rail Bridge, over Thomson River, Walhalla is of historical and social importance for its role in connecting the gold mining town of Walhalla with Moe and Melbourne after Walhalla had been isolated by distance and topography for most of its productive years. It also serves as a reminder of the expense incurred to build a railway in anticipation of the successes from the gold mining area, which never eventuated. The line's re-opening in 1994 as a tourist railway is of social importance in demonstrating the interest historic railways generate in the community.

The Rail Bridge, over Thomson River is of architectural importance as the largest structure built on the narrow gauge lines and is representative of railway engineering practice of the early twentieth century. It serves as a reminder of the difficult engineering achievements involved in spanning the wide crossing over the Thomson River at an isolated location. The bridge is important as a significant section of the Moe to Walhalla line which, clinging to sheer slopes and spanning thirteen bridges beyond Erica, attracted international attention as a minor masterpiece of innovative engineering. The bridge is of architectural importance for its unusual construction type, using a combination of structural materials including recycled mild steel girders and a lattice girder as well as concrete piers, timber trestle piers and timber abutment piers.

5.6.2 Comparative analysis

Several heritage railways, tourist railways and tourism sites offer comparisons with the Puffing Billy Railway.

The Walhalla Goldfields Railway is the most similar example to Puffing Billy, in that it is one of the four narrow gauge lines that was constructed in Victoria, and is currently in operation as a tourist railway with approximately 30,000 visitors a year. The line retains a number of original bridges, including a bridge listed on the Register of the National Estate. The Great Ocean Road shares the same linear aesthetic at Puffing Billy Railway, as they both are sinuous transport winding through dramatic topography. The Great Ocean Road also shares social significance in the form of the attachment the Victorian community and tourist industry has to both places. The Bairnsdale to Orbost Railway is similar to Puffing Billy Railway in that it serviced steep and hilly terrain via technological achievements, which in turn made it more accessible for the movement of people and materials. In terms of the engineering works

required for the Puffing Billy Railway these are architecturally significant, with intact timber trestle bridges one of which has an extreme curve.

There is therefore a well-established and accepted appreciation and significance of both the social, technical, aesthetic and historic value of tourist and heritage railways.

5.7 Statement of significance

What is significant?

The Puffing Billy Railway is a popular operational narrow gauge railway constructed in 1900, located within an undulating natural landscape which has been navigated using a particularly notable steep bridge.

It is one of the few narrow gauge railways from the 1900s in Victoria still in operation, and contains several buildings and plantings from this era.

The Puffing Billy Preservation Society was responsible for the trains reopening from its brief closure from 1954 to 1962, and still are heavily involved in the day to day running and maintenance of the popular tourist railway line.

How is it significant?

The Puffing Billy Railway is significant for its historic, rarity, scientific, representative, aesthetic, technical and social values at a state and local level.

Why is it significant?

Criterion A

Puffing Billy Railway is of historical significance for being an early example of a narrow gauge railway line, constructed to navigate the steep and undulating terrain between Upper Ferntree Gully and Gembrook. One of the four narrow gauge railways built in Victoria, the line was significant for its role in opening up of the Gembrook timber-milling industry and serving as an important means of transport for people and goods in the district. The intact original alignment, cuttings and embankments and the railway trestle bridge demonstrate the path the railway line took.

Heritage items relating to its historical significance are the locomotives and rolling stock, being significant as a collection of Victorian Railways locomotives rolling stock that operated on Victorian narrow gauge from 1899 to 1962, and also from its role in the history of tourism in Victoria.

Structures relating to the early development are small, rectangular buildings typical of Victorian Railways structures from the 1900's. The original Belgrave Station building, original Emerald Station building and original Nobelius Station building are the only surviving examples of Victorian Railways structures from the Puffing Billy Railways 1900 to 1954 period.

The former Nobelius Nursery is historically significant as part of the vast Gembrook Nursery established by Carl Axel Nobelius from 1886. In the early twentieth century it was one of Australia's foremost plant nurseries, and was described in 1920 as the largest nursery in the southern hemisphere. It was the originator of an extensive range of exotic plants and fruit trees, supplied other prominent nurseries of the era, and influenced garden and orchard plantings throughout Australia, as well as exporting to the USA, South America, South Africa, New Zealand, Europe and Asia. Through the supply of exotic trees to municipalities in many parts of Australia the Nobelius Nursery had a significant influence on Victoria's landscapes, including public parks, private gardens, orchards, avenues of honour and tree-shaded streets.

Criterion B

Puffing Billy Railway Locomotives and Rolling Stock Collection contains several items which are significant as being of the few collections to contain narrow gauge items in Victoria. The collection of locomotives and rolling stock which have been sourced from around Australia.

The original Belgrave Station, original Emerald Station and Nobelius Station building are significant as intact and rare surviving Victorian Railways buildings of the 1900s which reflect the types of buildings commonly used to service the rail system.

The Trestle Bridge over Monbulk Creek is significant as being a rare curved and intact wooden trestle which had been constructed using local timbers.

An operational Wig Wag level crossing at Lakeside is a rare surviving example of a Wig Wag signal in use in Victoria, as they are no longer legal for vehicle crossings.

Plantings such as the Dutch Elms and Oaks and Bhutan Pines are significant as being listed as rare examples of early cultivated plantings, including a species which is yet to be identified.

The Belgrave to Gembrook section of the Upper Ferntree Gully Railway is significant as an early and surviving example of a narrow-gauge railway line in Victoria.

Criterion C

The Puffing Billy Railway is of significance for its ability to illustrate how the narrow gauge system worked and the path in which the train took through undulating steep terrain.

The Puffing Billy locomotives and rolling stock demonstrate the types of equipment required to navigate the different smaller gauges along undulating terrain.

The signals collection is a good example of the types of signals required to operate Victorian Railways from the 1900s onwards. These are used in operating the line and illustrate how the signals were used to control movement.

Plantings associated with the Nobelius nursery are noted for their scientific significance to botany within Australia. The plantings include a rare Rewarewa (*Knightia excelsa*), the largest specimen of this rare tree in Victoria, and an outstanding specimen of the cut-leaf black alder (*Alnus glutinosa 'Laciniata'*).

Criterion D

The Puffing Billy curtilage, alignment and environs are significant as an intact narrow gauge railway which played a notable role in the expansion of the Victorian Railways network. The Puffing Billy curtilage, alignment and environs are also a notable example of the short lived implementation of experimental narrow gauge railways construction to serve mountainous areas.

The Puffing Billy Locomotive and Rolling Stock Collection is significant as a fine collection of narrow gauge stock which provide information about the operations and use of the Puffing Billy Railway between 1900 to 1954, and the community mobilisation and involvement in restoring and operating the stock in its present day use.

The Nobelius nursery, packing shed and siding is of significance for being an intact representation of Nobelius nursery, Victoria's foremost plant nursery operation of its time, and the construction of the siding indicating the significant use of the Puffing Billy Railway in distributing plants. The former Nobelius Nursery is also of botanical significance for its site layout and linear planting, which demonstrate early methods of nursery production, cultivation and plant handling.

The original Emerald Station, Nobelius Station building and Belgrave Station buildings are significant as intact, notable example of a station buildings from the early Victorian Railways period, a class of building which played an important role in expanding the Victorian Railway network and in the development of Puffing Billy Railway. They also demonstrate the community involvement in the restoration and current care of the buildings.

The trestle bridge over Monbulk Creek is significant as a fine example of a steeply curved timber trestle railway bridge, demonstrating the skill and distinctive construction method that utilised local timbers and its extreme curve.

Criterion E

The Puffing Billy Railway corridor, views and vistas are significant for aesthetic values. The wooded rail reserve allows panoramic views of pastoral farming areas and to distant ranges including the eastern face of Mt Dandenong (Criterion E). The trestle bridge is used frequently in photographing Puffing Billy locomotives by providing an attractive vantage point.

The physical characteristics of the Puffing Billy locomotives and rolling stock are significant as they evoke the imagery of the line used between 1900, with the steam from the train creating an attractive and distinctive backdrop. The fabric of the items themselves demonstrate the attractive design of locomotives and rolling stock from this period.

Various plantings of European trees such as the Dutch Elms and Oaks in the Nobelius precinct and stands of Bhutan Pines and Algerian Oaks in the Gembrook precinct are significant to their contribution to the overall aesthetic nature of the landscapes.

The Nobelius nursery and packing shed is significant for its aesthetic qualities, in particular its garden and landscaping layout with vistas over surrounding undulating landscapes.

Criterion F

The establishment of the embankments, cuttings and structure of the Puffing Billy Railway indicates a key phase in the expansion of the Victorian railway system and represent significant innovations in experimental gauge sizes created to navigate the mountainous terrain of the Dandenongs. The Gembrook line was one of only four 2'6" gauge railways built by the Victorian Railways. To overcome the severe terrain it was necessary to use sharp curves, lengthy trestle bridges and steep line gradients.

The trestle bridge over Monbulk Creek has architectural significance as it is an essentially intact example of a timber trestle bridge and is possibly the most extremely curved surviving bridge in Victoria. It is also significant as an example of trestle bridge construction, using construction methods which utilised local native timbers.

Criterion G

The social significance of the Puffing Billy Railway is demonstrated by the work of the voluntary Puffing Billy Preservation Society who, formed in 1955, have successfully maintained, operated and extended the railway service since the reopening of the Puffing Billy Railway in 1962. This represents a continuing social connection with the railway. The Puffing Billy Railway is one of Melbourne's icons, capturing the experience of a distant past and a childhood just past for the many Melbourne people who first travelled on the train as youngsters, returning again with their children and grandchildren to share this unique experience.

The Puffing Billy Locomotive and Rolling Stock Collection is of social significance for its connection to the Puffing Billy Railway, visited by thousands of Victorians annually. This was demonstrated in the groundswell of public support which led to the refurbishment of the locomotives and rolling stock and the continued running of Sunday tourist services from Upper Ferntree Gully to Belgrave from the time of the closure of the line in 1954 to 1958 and in the operation of the Puffing Billy Railway from 1962 to the present. The realignment of the train line after the landslide between Selby and Menzies demonstrates the community mobilisation required to undertake these substantial works and the formation of the Puffing Billy Preservation Society who contribute vastly to the running of the Puffing Billy Railway. The role of the Puffing Billy Preservation Society in its early days between 1954 and 1962 are demonstrated by the original Belgrave Station, Belgrave engine fire-up shed, a section of the platform at Belgrave, Menzies Creek station and the original 'Hilton' building at Gembrook.

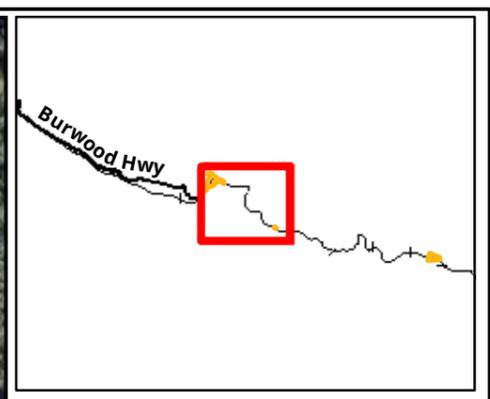
Puffing Billy has a significant continued community involvement from 1954 to the present day, of which the volunteer contribution has been critical for the preservation and running of the train. Over 1,000 volunteers are involved in the running of the railway, and several museums are dedicated to the line representing a

strong social connection with Puffing Billy. Other significant community involvement associated with Puffing Billy Railway includes the repair of the turntable at Emerald Station by students from Holmesglen University.

The Nobelius packing shed and nursery is notable for its association with Carl Axel Nobelius, whose nursery became the largest in the Southern Hemisphere. It was the originator of an extensive range of exotic plants and fruit trees, supplied other prominent nurseries of the era, and influenced garden and orchard plantings throughout Australia, as well as exporting to the USA, South America, South Africa, New Zealand, Europe and Asia.

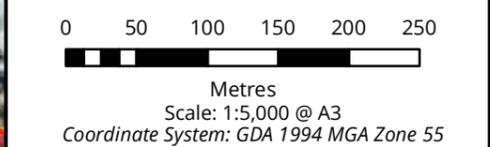
Criterion H

Nobelius nursery, packing shed and siding are significant for their association with Carl Axel Nobelius, who is important for his association with the Belgrave to Gembrook narrow gauge railway line, now part of the Puffing Billy Railway. This was a facility sought and heavily used by Nobelius in his nursery and orchard business, and included a siding serving his adjacent packing shed, and also provided the local farming and nursery industries with easier access to their markets and so contributed to the development of the Emerald region. Nobelius is significant in the horticultural history of Victoria for his investigations into plant selection, particularly their suitability for local climates.



- Legend**
- Study area
 - Stations
 - Victorian Heritage Inventory
- Significance**
- Primary
 - Moderate
 - Contributory
 - No Significance

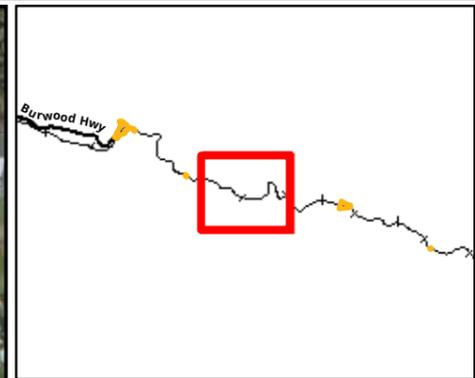
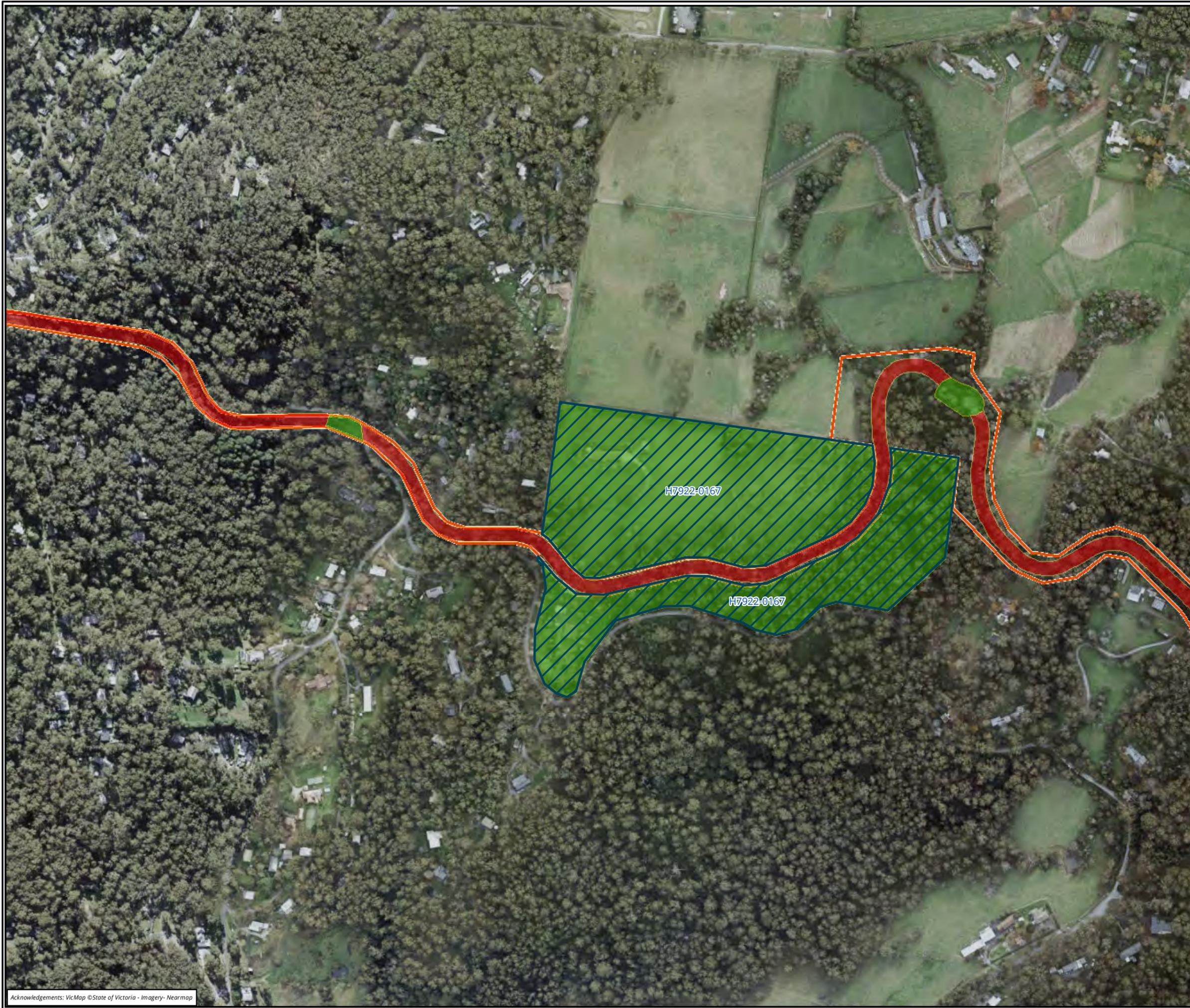
Map 2.1 Significance rating



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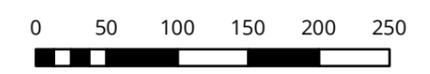
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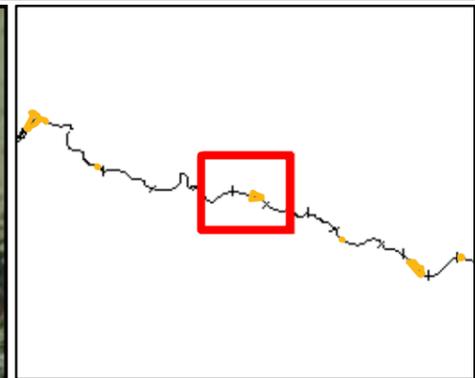
- Legend**
- Study area
 - Victorian Heritage Inventory
- Significance**
- Primary
 - Contributory

Map 2.2 Significance rating



Scale: 1:5,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55





Legend

- Study area
 - Stations
- Significance**
- Primary
 - Moderate
 - Contributory
 - No Significance

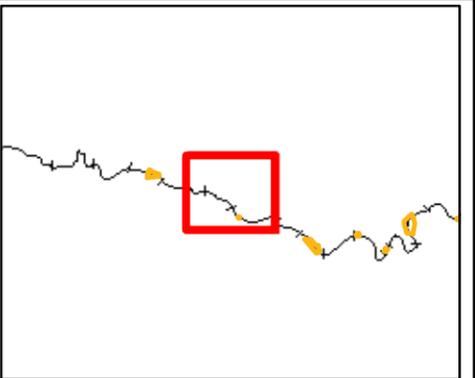
Menzies
Creek
Station

Map 2.3 Significance rating



Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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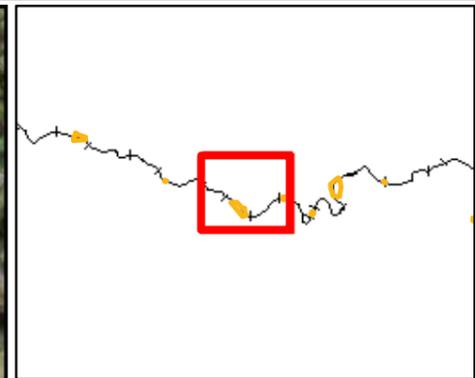
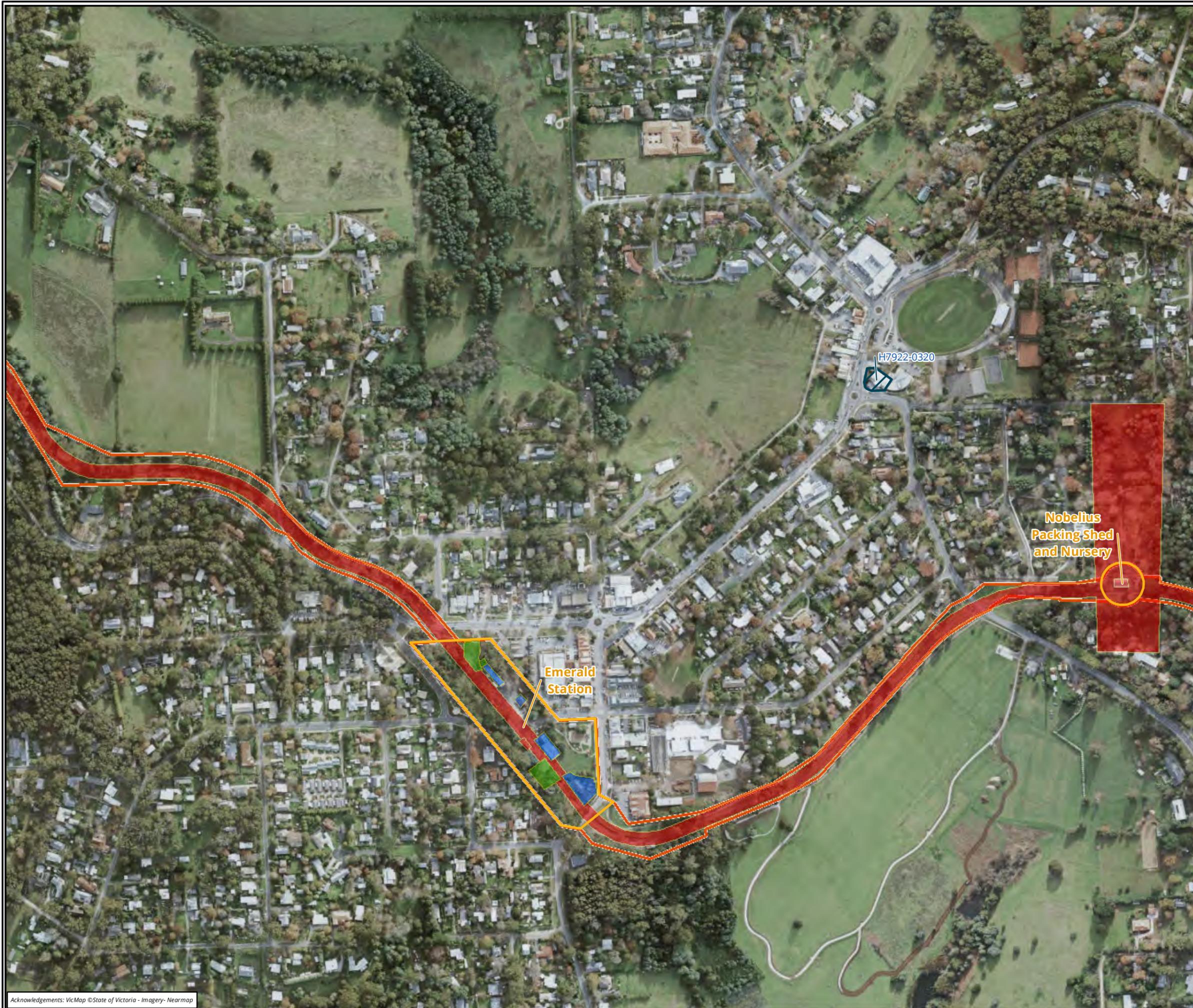


- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - No Significance

Map 2.4 Significance rating

0 50 100 150 200 250
 Metres
 Scale: 1:5,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55





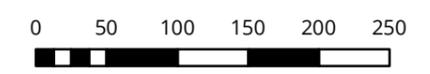
- Legend**
- Study area
 - Stations
 - Victorian Heritage Inventory
- Significance**
- Primary
 - Contributory
 - No Significance

Nobelius
Packing Shed
and Nursery

Emerald
Station

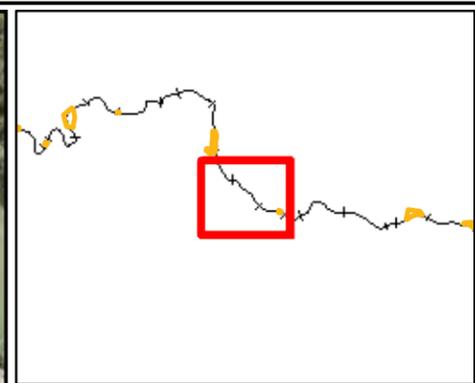
H7922-0320

Map 2.5 Significance rating



Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55





Legend

-  Study area
-  Stations
- Significance**
-  Primary
-  No Significance

Fielder Station

Map 2.6 Significance rating

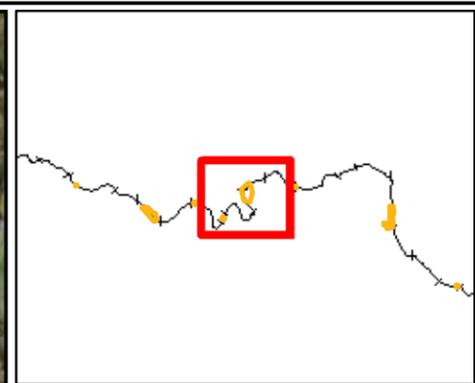
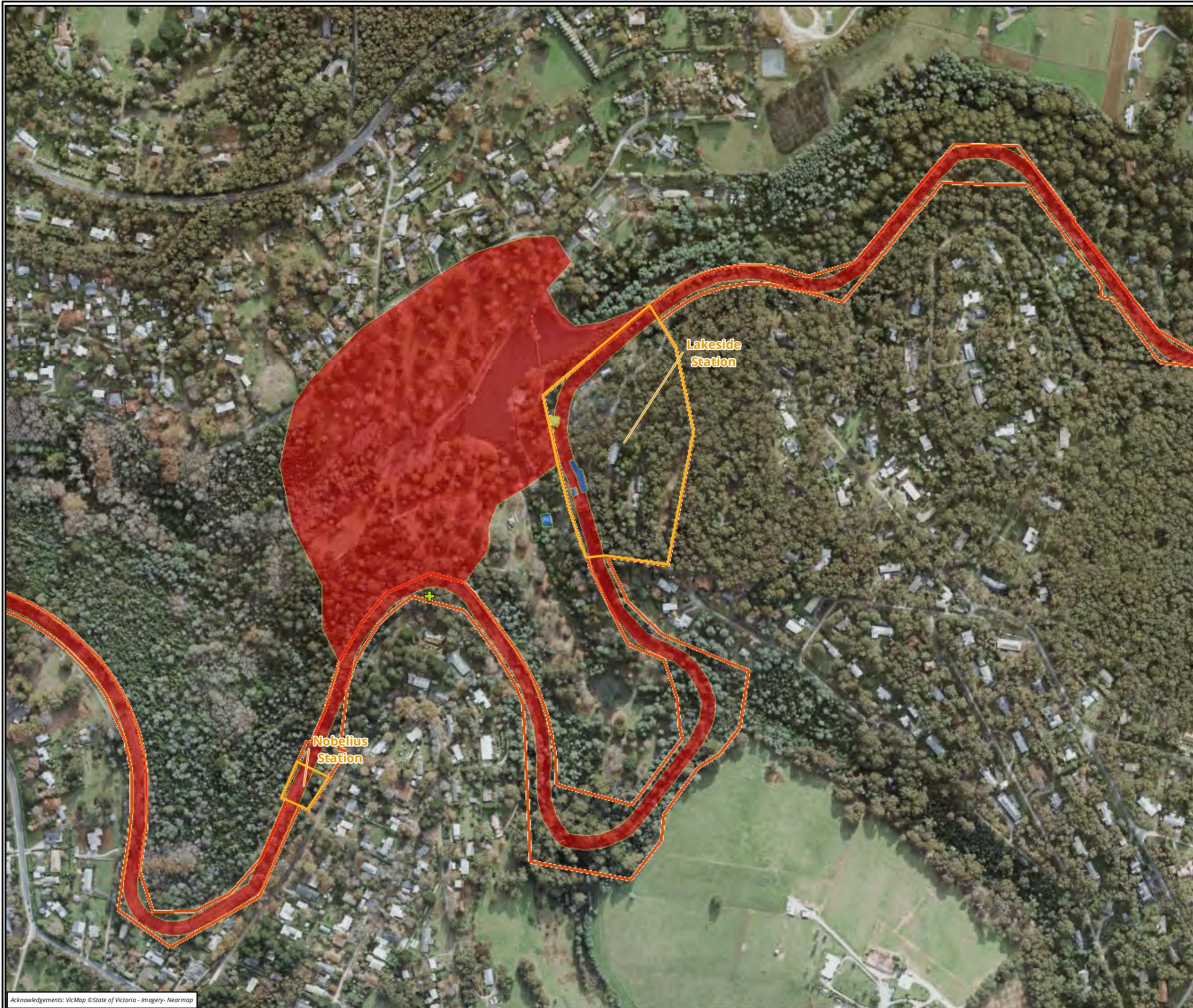


Metres
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 Coordinate System: GDA 1994 MGA Zone 55



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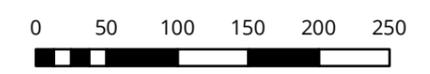




Legend

-  Study area
-  Stations
- Significance**
-  Primary
-  Moderate
-  No Significance
- Heritage trees**
-  Beech

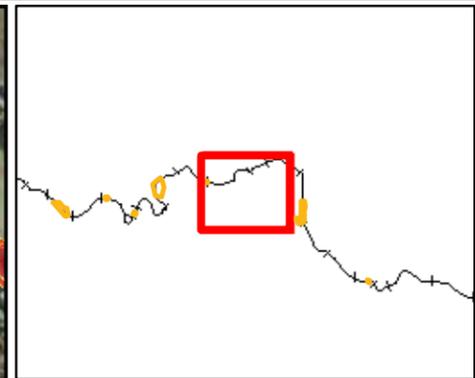
Map 2.7 Significance rating



Metres
 Scale: 1:5,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55



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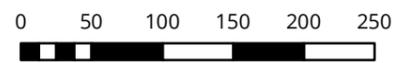


Legend

-  Study area
-  Stations
- Significance**
-  Primary
-  No Significance

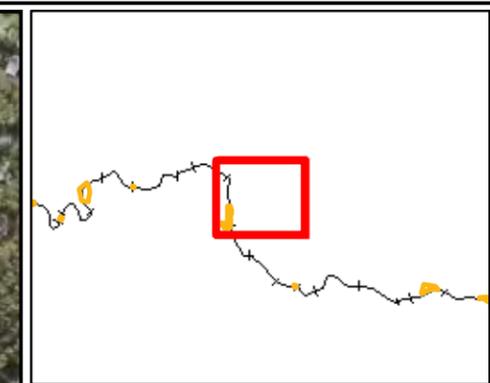
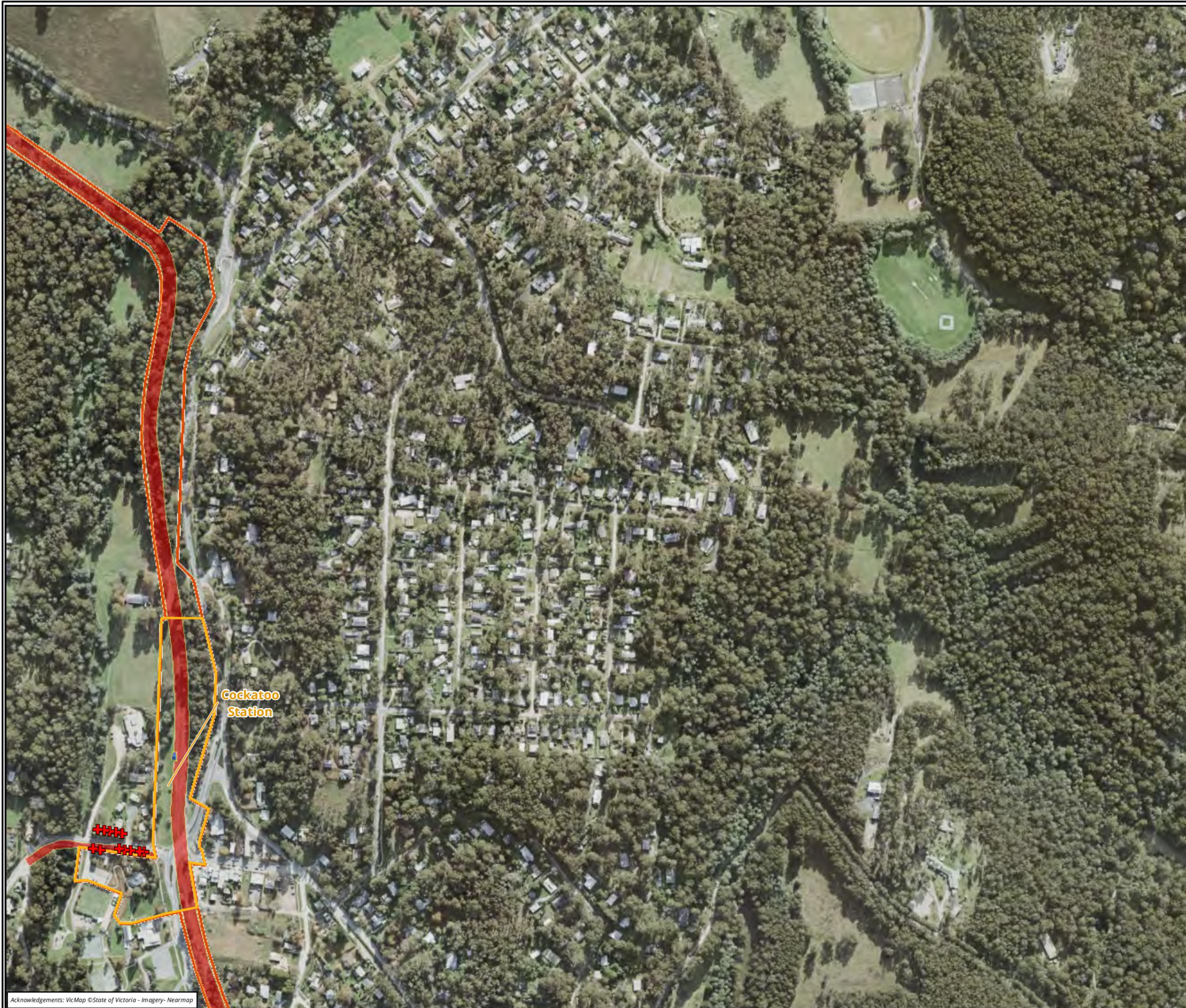
Wright
Station

Map 2.8 Significance rating



Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

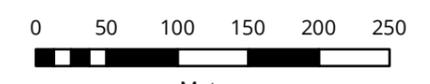




- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - No Significance
- Heritage trees**
- + Red Hybrid and English Oaks

Cockatoo Station

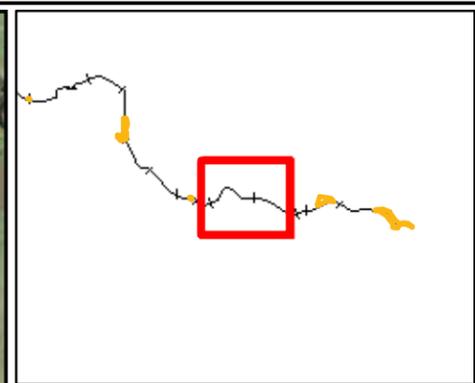
Map 2.9 Significance rating



Scale: 1:5,000 @ A3
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Legend

-  Study area
- Significance**
-  Primary

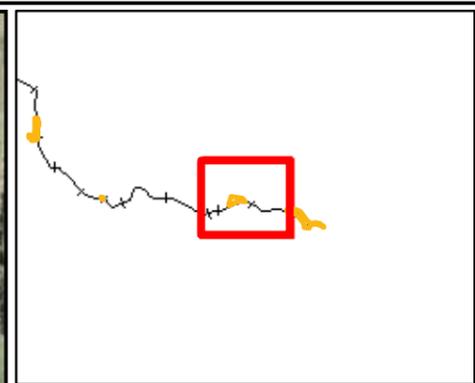
Map 2.10 Significance rating



Metres
 Scale: 1:5,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55



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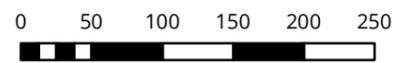
Legend

- Study area
- Stations
- Significance**
- Primary
- No Significance

Gembrook
Engineering
workshop

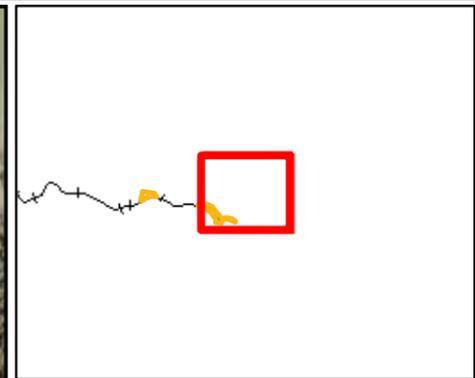
Gembrook
Station

Map 2.11 Significance rating



Metres
Scale: 1:5,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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Legend

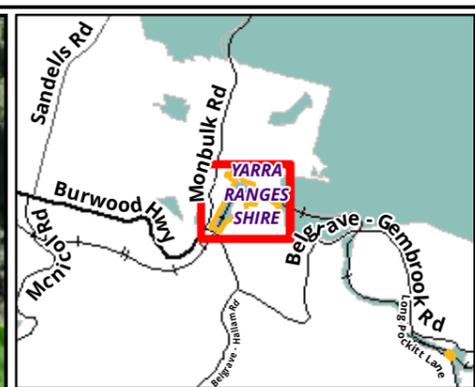
- Study area
- Stations
- Significance**
- Primary
- Moderate
- Contributory
- No Significance
- Heritage trees**
- + Algerian Oaks
- + Bhutan Pine

Map 2.12 Significance rating



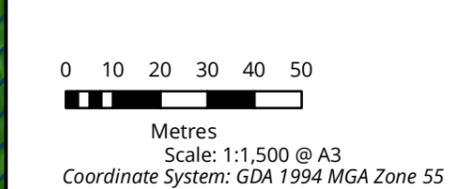
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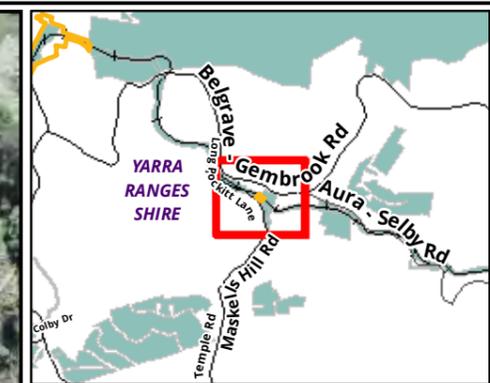


- Legend**
- Study area
 - Stations
 - Victorian Heritage Inventory
- Significance**
- Primary
 - Moderate
 - Contributory
 - No Significance

Map 3.1 Significance rating



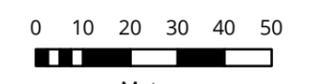
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- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - Contributory
 - No Significance

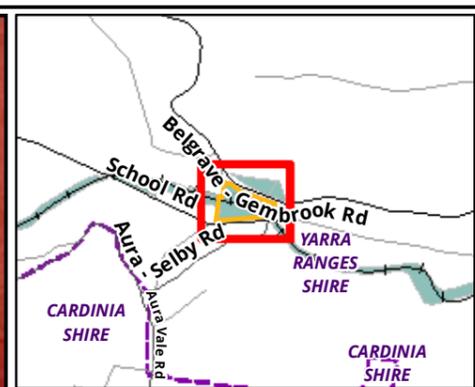
Selby Station

Map 3.2 Significance rating



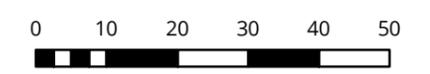
Metres
 Scale: 1:1,500 @ A3
 Coordinate System: GDA 1994 MGA Zone 55

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- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - Moderate
 - Contributory
 - No Significance

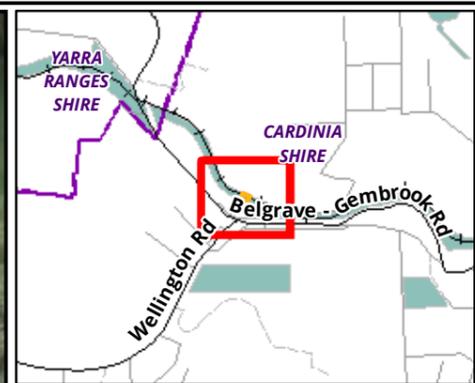
Map 3.3 Significance rating



Scale: 1:1,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55

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Legend

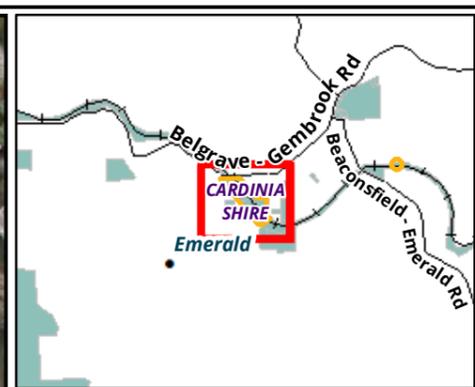
- Study area
- Stations
- Significance**
- Primary
- No Significance

Clematis Station

Map 3.4 Significance rating



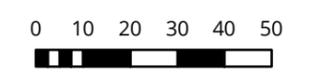
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 Coordinate System: GDA 1994 MGA Zone 55



- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - Contributory
 - No Significance

Emerald Station

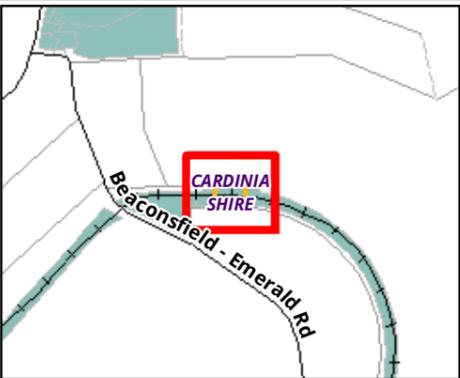
Map 3.5 Significance rating



Metres
 Scale: 1:1,500 @ A3
 Coordinate System: GDA 1994 MGA Zone 55

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Legend

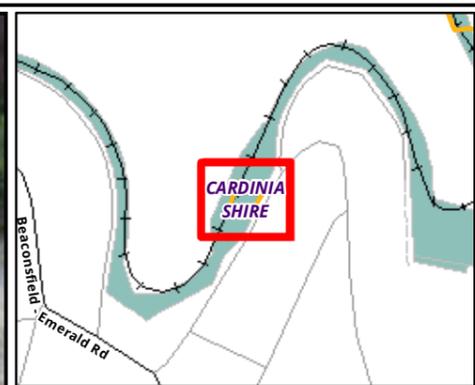
- Study area
- Stations
- Significance**
- Primary

Nobelius
Packing Shed
and Nursery

Map 3.6 Significance rating

0 5 10 15 20 25
Metres
Scale: 1:500 @ A3
Coordinate System: GDA 1994 MGA Zone 55

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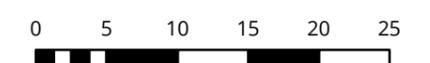
Legend

-  Study area
-  Stations

Significance

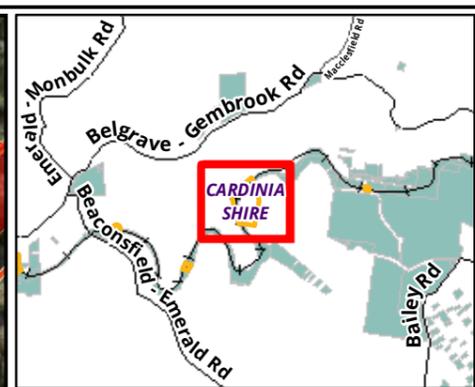
-  Primary

Map 3.7 Significance rating



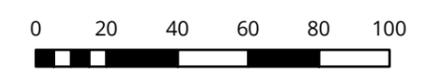
Metres
 Scale: 1:500 @ A3
 Coordinate System: GDA 1994 MGA Zone 55

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- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - Moderate
 - No Significance
- Heritage trees**
- + Beech

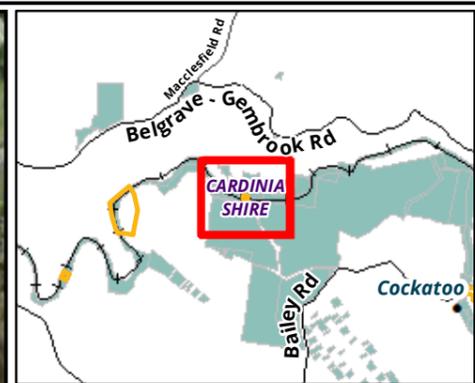
Map 3.8 Significance rating



Scale: 1:2,000 @ A3
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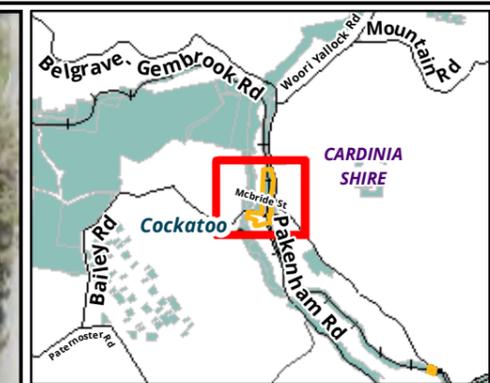


- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - No Significance

Map 3.9 Significance rating

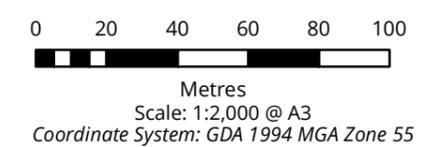
0 20 40 60 80 100
 Metres
 Scale: 1:2,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55





- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - No Significance
- Heritage trees**
- + Red Hybrid and English Oaks

Map 3.10 Significance rating



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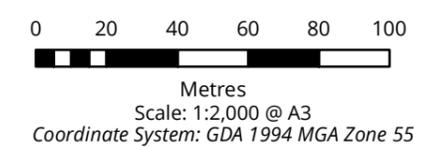
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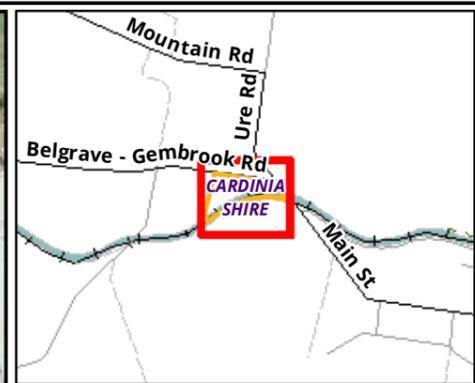
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- Legend**
- Study area
 - Stations
- Significance**
- Primary
 - No Significance

Map 3.11 Significance rating

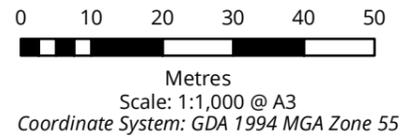




Legend

- Study area
- Stations
- Significance**
- Primary
- No Significance

Map 3.12 Significance rating



6 Constraints and Opportunities

There are a variety of users of the Puffing Billy Railway, generally related to tourism and recreational activities. Use of the Puffing Billy Railway both ensures its on-going appreciation and management, and presents issues for maintaining fabric, controlling impacts and managing conflicting uses.

6.1 Management

The governance structure of the Puffing Billy Railway is as follows, and is located in Appendix 3.

The statutory body responsible for the railway under the *Emerald Tourist Railway Act 1977* is the Emerald Tourist Railway Board. The Emerald Tourist Railway Board trades as Puffing Billy Railway. The Board of the Emerald Tourist Railway Board is typically made up of State Government appointees and Puffing Billy Preservation Society appointees.

The Heritage Advisory Committee is the primary advisor to the Emerald Tourist Railway Board on heritage issues, and has direct access to the Emerald Tourist Railway Board. While the Heritage Advisory Committee has Puffing Billy Preservation Society members on it, the Puffing Billy Preservation Society does not instruct the Committee on how to vote.

The Puffing Billy Preservation Society otherwise operates as a separate entity representing members and enthusiasts and raising funds for specific projects. Through its involvement on the Emerald Tourist Railway Board it helps to govern the railway but not specifically or solely on heritage.

6.1.1 Heritage Standards Manual

The Puffing Billy Preservation Society and Emerald Tourist Railway Board compiled a Heritage Standards Manual to "...establish the "Puffing Billy" Narrow Gauge railway between Belgrave and Lakeside as a historical preservation project presenting the era of rail transportation in the early 20th century and to procure, restore and operate as many examples as practicable of steam locomotives and contemporary rolling stock. These aims are to be achieved by developing a viable and dynamic tourist attraction and by catering for enthusiasm of the Society's work force so that the enterprise may continue as a successful self-supporting operation managed by this voluntary Society" (Puffing Billy Railway, 2006, p. 2).

The Manual itself describes appropriate specifications relating to construction, maintenance and operation of the Puffing Billy Railway, compiled from standards from the former Victorian Railways Department. The presentation of the Puffing Billy Railway is covered heavily in this document to aid "restoration and reconstruction" (Puffing Billy Railway, 2006, p. 1) and to present the 'Puffing Billy Image' to the tourist market and community.

The Heritage Standards Manual is an important guide to managing and establishing the look and feel of the Puffing Billy Railway. However, it should not be used as the primary source of information in regards to the conservation of original fabric relating to the pre tourist eras and this CMP should be consulted for statutory heritage conservation principles.

6.2 Community and Public Stakeholders

Puffing Billy is one of Victoria's top tourism attractions, resulting in wide interest from varied groups.

The large contribution of Puffing Billy Railway Preservation Society volunteers to the everyday running of train line by suppling crews including conductors, locomotive crews, engineering staff and gardeners cannot be overlooked. The Puffing Billy Preservation Society also participate in the collection, collation and

interpretation of historical data related to the line, as well as being influential in new build designs and maintenance of current structures.

The local community and general public of Australia also have an interest in the place due to its value as a place in a historical and social sense. These include people who have an interest in the heritage of the place through their personal or family history, former owners, managers, workers or users of the Puffing Billy Railway; and people involved in its construction and groups and specialists who are particularly interested in the Puffing Billy Railway, narrow gauge railways or similar places.

6.3 Masterplan

The Masterplan report (Tract Consultants, 2017) sets out new proposed works within the Puffing Billy Railway. The proposed buildings and landscaping should be assessed in conjunction with this CMP, taking into consideration the significance rating and tolerance for change for individual building, landscape or movable elements. As per the Masterplan, the train corridor landscape and the townships and places through which it passes should be protected from intensive development, landscape or other environmental changes that adversely affect the quality and authenticity of the visitor experience (Tract Consultants, 2017, p. 14). The views and vistas are an important part of the Puffing Billy Railway heritage values and development should strive to maintain this.

6.4 Potential Impacts

This CMP does not identify any sites which have evident Aboriginal archaeology. This is not to say that Aboriginal archaeology does not exist within the Puffing Billy Railway area. The statutory obligations identified in Section 1.7 and Policy 14 should be referred to in a situation where Aboriginal archaeology is identified, as well as the Puffing Billy Railway Upgrades CHMP 15134 (Tepper & Strickland, 2017).

This CMP does not directly identify any potential impacts that will be the result of increased tourist numbers. However, increased tourist numbers should be managed and balanced according to the potential environmental impact on the surrounding area. This should also apply to the fabric and significance of the Puffing Billy Railway.

Any proposed development, maintenance or adaptive reuse of the Puffing Billy Railway has the potential to impact upon its heritage significance. Criteria for assessing the magnitude of proposed works assess the degree in which the physical effects will alter the significance rating of a heritage item have been developed in Table 5 in accordance with guidelines from Heritage Victoria (2017). This is then used to inform the likely significance of the proposed works on items assessed by the significance grading (Table 6).

Table 5 Magnitude of proposed works

Effect	Definition
High	A fundamental or key change to the heritage values that leads to a substantial or material effect on the character, setting, quality or context of the item
Medium	Changes to the fabric or setting that leads to a partial and material effect on the character, setting, quality or context of an item
Low	Changes to the fabric or setting that leads to a detectable but non-material effect on the character, quality, setting or context of an item
Imperceptible/none	Changes to the fabric or setting that lead to, at most, a negligible effect on character, setting, quality or context of an item

Table 6 Significance of proposed works

Significance grading	Magnitude of effect			
	High	Medium	Low	Imperceptible/none
Primary	Major	Major	Moderate/Minor	Minor/Negligible
Moderate	Major	Moderate	Minor	Negligible
Contributory	Moderate	Minor	Minor	Negligible
None	Minor	Minor	Negligible	Negligible

The individual heritage items in each precinct have been assessed against the proposed works within the Masterplan below using the above grading criteria (Table 7). Comments have been provided as to clarify and provide some guidance for works.

Table 7 Potential effects of proposed works

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Moveable items					
Puffing Billy locomotives and rolling stock	Primary	No proposed works	None	Negligible	-
Signals collection	Moderate	No proposed works	None	Negligible	-
Landscape					
Puffing Billy linear curtilage, alignment and environs	Primary	Buildings, landscaping and other works at Belgrave Precinct, Menzies Creek Precinct, Emerald Precinct, Nobelius Packing Shed Precinct, Lakeside Precinct, Cockatoo Precinct and Gembrook Precinct.	Medium	Moderate	Proposed landscaping works will not impact on the alignment or curtilage of the Puffing Billy Rail, however the environs will need to be considered as these works are of moderate impacts to heritage values. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts as per Policy 7 and 8. Trees listed as heritage items must be considered.
Belgrave Precinct					
Current engine running shed	Contributory	No proposed works	None	Negligible	-
Belgrave station and associated buildings	No significance	Visitor Centre constructed by reconstructing existing station building	High	Negligible	Buildings are of no significance and removal/reconstruction of these buildings will have negligible heritage impacts. However construction of the Visitors Centre should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Original Belgrave station building	Moderate	The Visitor Centre construction will require moving or removal of the original Belgrave Station building	High	Major	Removal and/or relocation of this building, particularly from the Belgrave Precinct, will have a major impact to its heritage values. A Heritage Impact Statement is required to inform these works. The building may be relocated but ideally would remain in the Belgrave Precinct and it's originally role still be able to be interpreted. Policy 9 should be considered in regards to new use of this building.
1962 engine running shed	Contributory	No proposed works	None	Negligible	-
1962 Belgrave Station platform	Contributory	No proposed works	None	Negligible	-
Current 'Hilton, Belgrave	No significance	No proposed works	None	Negligible	-
Old Belgrave bowling club location	Contributory (archaeological potential)	Fern Gully Garden- public garden with shade house	High	Negligible	This former building location is of no significance, however, there is potential for subsurface archaeological deposits and the construction of a garden may disturb these deposits. Archaeological survey must be carried out prior to ground disturbing works.
Trestle bridge	Primary	No proposed works	None	Negligible	-
EC-5 Yanakie homestead	Contributory (archaeological potential)	No proposed works	None	Negligible	-
Selby Precinct					
Selby station shed	No significance	No proposed works	None	Negligible	-

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
EC-7 Log loading siding	Contributory	No proposed works	None	Negligible	-
Realignment of track	Contributory	No proposed works	None	Negligible	-
Menzies Creek Precinct					
Menzies Creek station building	Moderate	Toilet and sales offices constructed adjacent to current station.	Low	Moderate	The construction of building adjacent to the current station building will have a moderate impact to its heritage value and may impact on the building interpretation. New build must be appropriately distinguished from the station building. Heritage Impact Statement required if proposed works will impact on the fabric of building. Policy 7 and 8 should be considered for new building.
Original Menzies Creek station master's residence	Contributory	Consideration of removal/relocation	High	Major	Removal and/or relocation of this building, particularly from the Menzies Creek Precinct will have a major impact to its heritage values. Heritage Impact Statement is required to inform these works. The building may be relocated but ideally would remain in the Menzies Creek Precinct and it's originally role still be able to be interpreted. Policy 9 should be considered in regards to new use of this building.
Menzies Creek workshop	No significance	Maintenance workshop constructed adjacent	None	Negligible	Buildings are of no significance and the construction of new buildings adjacent will have negligible heritage impacts. However construction of the workshop should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).
Menzies Creek station amenities block	No significance	Removal of block	None	Minor	The removal of the toilet block will have no impact on heritage values and may be removed.

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Menzies Creek Valley landscape	Primary	Buildings, landscaping and other works at Menzies Creek Precinct	Medium	Moderate	Landscaping and new builds will have a moderate impact on heritage values. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts as per Policy 7 and 8 Trees listed as heritage items must be considered.
Clematis Precinct					
Clematis station shed	No significance	No proposed works	None	Negligible	-
Emerald Precinct					
Original Emerald station building	Primary	No proposed works	None	Negligible	-
Former Emerald station master's residence	Contributory (archaeological potential)	No proposed works	None	Negligible	-
Emerald station ground/landscape	Contributory	Buildings, landscaping and other works at Emerald Precinct	Medium	Moderate	Landscaping and new builds will have a moderate impact on heritage values. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts as per Policy 7 and 8. Trees listed as heritage items must be considered.
Emerald reconstructed stock loading ramps	No significance	Possible removal and replacement with specialty retail buildings	High	Negligible	Even though a reconstruction of what was originally there, the buildings are of no significance and removal/reconstruction of these buildings will have negligible heritage impacts. However construction of the retail centre should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Portable building	Contributory	No proposed works	None	Negligible	-
Corrugated iron shed and storage container	No significance	Replaced with carriage storage facility and new locomotive running shed	High	Negligible	Buildings are of no significance and removal/reconstruction of these buildings will have negligible heritage impacts. However construction of the storage facility and shed should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).
Turntable at Emerald station	Contributory	No proposed works	None	Negligible	-
Nobelius Precinct					
Nobelius station shed	Primary	No proposed works	None	Negligible	-
Dutch Elms and Oaks	Primary	No proposed works	None	Negligible	-
Nobelius Packing Shed Precinct					
Nobelius nursery and packing shed	Primary	Proposed new build adjacent to packing shed with commercial kitchen and toilets	High	Major	The construction of a new build adjacent to the packing shed will have major impacts to its heritage values. Heritage Impact Statement is required to inform these works. Policy 7 and 8 should be considered for the new build. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts. Recommended that interior of building be used for current purposes and refitted rather than altering external features of the building.
Nobelius nursery and Emerald Country Club	Primary	No proposed works	None	Negligible	-

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Lakeside Precinct					
Lakeside station building	No significance	Development of a Discovery Centre in the current carpark area Additional shelter next to existing station buildings	High	Negligible	Buildings are of no significance and construction of buildings adjacent and/or removal of these buildings will have negligible heritage impacts. Construction of a Discovery Centre and shelter should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).
Wig Wag level crossing	Moderate	No proposed works	None	Negligible	-
Emerald Lake Park	Primary	No proposed works	None	Negligible	-
Beech, <i>Fagus sylvatica</i>	Primary	No proposed works	None	Negligible	-
Wright Precinct					
Wright station shed	No significance	No proposed works	None	Negligible	-
Cockatoo Precinct					
Red, Hybrid, English Oaks	Primary	No proposed works	None	Negligible	-
Cockatoo station shed	No significance	Reconstruction of station building and platform	High	Negligible	Buildings are of no significance and construction of buildings adjacent and/or removal of these buildings will have negligible heritage impacts. However reconstruction of the station building and platform should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Puffing Billy Railway Reserve and environs	Primary	Buildings, landscaping and other works at Cockatoo Precinct	Medium	Moderate	Landscaping and new builds will have a moderate impact on heritage values. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts as per Policy 7 and 8. Trees listed as heritage items must be considered.
Cockatoo Creek landscape	Primary	Buildings, landscaping and other works at Cockatoo Precinct	Medium	Moderate	Landscaping and new builds will have a moderate impact on heritage values. Views and vistas must be maintained and external intrusive elements must be kept to a minimum to avoid visual impacts as per Policy 7 and 8. Trees listed as heritage items must be considered.
Fielder Precinct					
Fielder station shed	No significance	No proposed works	None	Negligible	-
Gembrook Precinct					
Former Gembrook station master's residence	Contributory (archaeological potential)	Reinstatement of original heritage buildings	High	Negligible	This former building location is of no significance, however, there is potential for subsurface archaeological deposits and the construction of a garden may disturb these deposits. Archaeological survey must be carried out prior to ground disturbing works.
Former Gembrook station site	Contributory (archaeological potential)	Reinstatement of original heritage buildings	High	Negligible	This former building location is of no significance, however, there is potential for subsurface archaeological deposits and the construction of a garden may disturb these deposits. Archaeological survey must be carried out prior to ground disturbing works.

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Former Gembrook goods shed	Contributory (archaeological potential)	Main stage area	High	Negligible	This former building location is of no significance, however, there is potential for subsurface archaeological deposits and the construction of a garden may disturb these deposits. Archaeological survey must be carried out prior to ground disturbing works.
'The Hilton', Gembrook	Moderate	No proposed works	None	Negligible	-
Gembrook reconstructed locomotive shed, engine pit and workshops	No significance	Reinstatement of loco shed over pit	High	Negligible	Buildings are of no significance and construction of buildings adjacent and/or removal of these buildings will have negligible heritage impacts. However reconstruction of the station building and platform should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).
Gembrook station building	No significance	No proposed works	None	Negligible	-
20th Century house, Gembrook workshops	No significance	Proposed services centre- removal of building	High	Negligible	Buildings are of no significance the removal of these buildings will have negligible heritage impacts. However construction of the services centre should consider impacts to views and vistas from the train. External intrusive elements must be kept to a minimum to avoid visual impacts (Policy 7 and 8).
Water tank stand	Moderate	No proposed works	None	Negligible	-
Water tank	Moderate	No proposed works	None	Negligible	-
Bhutan Pines <i>Pinus wallichiana</i>	Primary	No proposed works	None	Negligible	-

Heritage item	Significance	Proposed work	Effect	Magnitude	Mitigation or management measures
Gembrook General Store	Contributory (archaeological potential)	No proposed works	None	Negligible	-
Algerian Oaks <i>Quercus canariensis</i>	Primary	No proposed works	None	Negligible	-

6.5 Managing Change

Where Emerald Tourist Railway Board wish to make changes that have the potential to impact the existing fabric and significance of the Puffing Billy Railway a Heritage Impact Assessment should be prepared. Likewise an Archaeological Impact Assessment should be prepared for areas which the Emerald Tourist Railway Board wish to make changes to that have been highlighted to have archaeological potential.

Emerald Tourist Railway Board should use this CMP as a steering document, and Heritage and Archaeological Impact Assessments should be prepared in accordance with Heritage Victoria Guidelines (Appendix 2). These assessments should only be as detailed as required by the proposed works noting that acceptable change should be considered in accordance to Table 8 (pg. 154).

It is highly recommended that all future developments to the Puffing Billy Railway be conducted in accordance with:

- Australian ICOMOS Burra Charter,
- Cardinia and Yarra Ranges Shire Council's planning instruments, and
- Management, Conservation and General Policies contained within this CMP.

Puffing Billy Railway must comply with the statutory heritage regulations, and where possible encourage other landowners and neighbouring developers to avoid adverse impacts to the significant values of the Puffing Billy Railway and surrounding landscape. Any development that does occur should be in accordance with all recognised standards and within the legislative framework for heritage conservation.

7 Managing Heritage Values

7.1 Objectives

The following CMP has been developed on the basis of the preceding assessment of the cultural heritage significance of the Puffing Billy Railway. Puffing Billy Railway acknowledges the requirement to meet statutory heritage requirements including the need to obtain all appropriate planning and heritage permits and consent. The policy provides direction and guidelines for the future use, conservation and possible adaptation or redevelopment of the site and its component parts, in a manner that ensures the retention of significant elements and which does not diminish the identified heritage values. Accordingly, the directions and guidelines included here should be considered in determining future strategies and outcomes for the Puffing Billy Railway.

The statement of significance set out in Section 4 has been used as a principal basis for future management planning and work. This section sets out a series of management measures developed in accordance with the statutory and policy obligations set out below to ensure compliance with the legislation and mitigate risk to the proposed works.

7.2 Terminology and Methods

This CMP has been prepared in accordance with the Australia ICOMOS *Burra Charter* (Australia ICOMOS 2013 revision (Appendix 1) and the methodology outlined in Kerr's *The Conservation Plan* (7th Edition, 2013 published by the National Trust of Australia [NSW]). The assessment of cultural significance has been primarily compiled using these documents.

The conservation terminology used in this report is of a specific nature, defined in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) as endorsed by the Australian Heritage Commission. The terms most frequently referred to are: place, cultural significance, fabric, conservation, preservation, restoration, reconstruction and adaptation. These terms are defined in the charter as follows:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Fabric means all the physical material of the place including components, fixtures, contents and objects.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state by removing accretions or by reassembling existing components without the introduction of new material.

Restoration means returning the existing fabric a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Adaptation means modifying a place to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a place, which may include the visual catchment.

Related place means a place that contributes to the cultural significance of another place.

Related object means an object that contributes to the cultural significance of a place but is not at the place.

Associations mean the special connections that exist between people and a place.

Meanings denote what a place signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the cultural significance of a place.

7.3 Management Policies

Policy 1 - Adoption of this Conservation Management Plan

The Emerald Tourist Railway Board should adopt the CMP of the Puffing Billy Railway as the document guiding appropriate change to the significant fabric of the railway. The CMP sets out a strategy for managing the place to best maintain its cultural significance whilst ensuring high operational standards.

The management of the property, its future development, and ongoing maintenance, must be undertaken in a manner which permits the CMP to be implemented. It is important that the CMP is retained by the owners and/or tenants of the property and understood by all those connected with the use, future development and maintenance of the property. This includes property owners and management, as well as any consultants and contractors involved with work of the site.

Policy 2 - Implementation and review of the CMP

The Emerald Tourist Railway Board or any other future managers of the Puffing Billy Railway should be responsible for the CMP.

The Emerald Tourist Railway Board, as managers of the Puffing Billy Railway, should have overall responsibility for the implementation of the CMP. The conservation policies should be subject to review, normally not less than five yearly intervals, however, should the circumstances affecting the site alter in any substantial way, then the policies and the CMP should be reviewed at that time.

7.4 General Policies

7.4.1 Conservation objectives

As described in Section 5, the tangible and intangible heritage of the Puffing Billy Railway are of considerable historical, aesthetic/architectural and social significance. This includes the landscape values, historical features, built elements and the locomotives and rolling stock. Consequently, in this context, an emphasis on retaining the built element and the character of the surrounding landscape is considered essential for maintaining and conserving the identified important aspects of cultural significance. The degree to which the heritage elements can tolerate change is summarised in Table 8. While summaries of the significant heritage elements and their relevant policies are provided in Table 9.

In order to fulfil the conservation objectives in the context of maintaining existing fabric and features and continuing railway-related recreational and tourism use, it is considered critical to retain the following characteristics of the Puffing Billy Railway:

- the long association with transport and settlement heritage, historical events, tourism and commemorations,

- the attachment and experience of the residence and visitors alike, and
- the traditional character of the Puffing Billy Railway.

Correspondingly, the policies set out to:

- keep symbolic and iconic aspects of the Puffing Billy Railway,
- maintain the historical character of the Puffing Billy Railway that winds through dramatic mountainous and forested vistas across the Dandenong Ranges,
- maintain a sense of history of the Puffing Billy Railway through appropriate interpretation, and
- allow for adaptation of existing structures, and/or introduction of new structures and elements in the future, in a way that is consistent with the above.

The conservation objectives are accordingly,

Protect the key elements and structure associated with the themes of transport, farming and tourism by:

- requiring planning approvals for demolition, removal and external alterations to buildings and structures of primary, moderate and contributory significance (Table 4), and
- consultation with the statutory authorities and government department responsible for services and land management within the Puffing Billy Railway Precinct to seek their cooperation in its protection.

Protect the historical functions which characterise the Puffing Billy Railway by:

- ensuring that new structures are visually recessive and/or in keeping with the historical character of the Puffing Billy Railway, and
- encouraging continuing and new uses that support these functions.

Protect any archaeological evidence and areas likely to contain such evidence by:

- avoiding activities that involve disturbance to the ground surface or sub-surface, and
- prior to any ground disturbing activities occurring, engaging a qualified archaeologist to further investigate the area and advise on the requirements to ensure that such evidence is protected or recovered through proper archaeological excavation and documentation.

Protect the landscape character of the Puffing Billy Railway Precinct by:

- restricting opportunities for new development in the landscape and curtilage of the Puffing Billy Railway,
- where such developments are essential to the continuation of historical patterns of use, ensure that any potential impacts are minimised through appropriate location and design,
- retaining plantings including those that are in keeping with the existing vegetation stock, but maintain self-seeding and senescence, and
- retaining views into and out of the Puffing Billy Railway Precinct.

Policy 3 – Retention of key heritage elements

Key elements/items of primary moderate and contributory significance should not be demolished or removed and maintenance actions should be undertaken to stabilise their condition. Such works need only involve ensuring the buildings remain structurally sound and have adequate external integrity to prevent ingress of water damage. These are the buildings which most closely relate to the significant historical periods of the Puffing Billy Railway's operation, and provide the best opportunities for future interpretation of the Puffing Billy Railway and its associated industry. Elements of primary, moderate, contributory or no significance (Section 4.5) must be managed in accordance with their level of significance. That is:

- Elements of primary significance (as shown in Map 2 and Table 4) should be retained, maintained and preferably utilised; some change is acceptable and should be guided by a Heritage Impact Statement (HIS) pursuant to s.73(1)(a) of the Heritage Act 1995,
- Elements of moderate significance/contributory elements (as shown in Map 2 and Table 4) should be retained, maintained and utilised. Changes to these items is acceptable as long as those changes are guided by a HIS and do not detract from the significance.
- Elements of no significance may be retained or removed as required. However, if demolition or removal is required, then consideration should be given to the impact of this action on the potential future use of and conservation of the primary, moderate and contributory significant Puffing Billy Railway elements. Demolition or removal of elements of no significance do not require heritage documentation; however the date of removal should be recorded in a future updated CMP.

Policy 4 - Updating heritage listings

Heritage listings for the Puffing Billy Railway need to reflect the nature and context of significant features and buildings, along with a suitable curtilage.

The existing Heritage Overlays, Victorian Heritage Register and Inventory designations with regard to the Puffing Billy Railway do not adequately reflect the nature and extent of the heritage values. As soon as possible the Councils responsible should prepare amended designations to reflect the heritage value of the heritage sites and items collectively called the Puffing Billy Railway.

As such, it is recommended that the Puffing Billy alignment (including the permanent way, cuttings and embankments) are added to the Victorian Heritage Register and Yarra Ranges and Cardinia Heritage Overlays (as shown in Map 2). Other buildings of primary significance could be considered to be added to the Victorian Heritage Register.

Policy 5 – Community and participation

Conservation of the heritage values the Puffing Billy Railway requires acknowledgement of and sensitivity to the values and interest of all those people associated with the railway.

The Heritage Advisory Committee is a primary source of information on the value of the heritage and how it is best conserved, and must be offered the opportunity to take an active role in any project or activity related to the heritage aspects of the Puffing Billy Railway. It is important to distinguish advice given for authentic recreations versus conservation of original fabric. The former advice is important for the ongoing management of the overall look and feel of the Puffing Billy Railway. However advice for the conservation of original fabric needs to be mindful of legislative obligations and management of heritage values beyond those associated with the tourist era of the Puffing Billy Railway. The CMP should be used as a guiding document in this regard.

Research should be conducted to identify the people who have an interest in the Puffing Billy's cultural heritage, for example;

- people who own, use, work on sites, visit, or live or work nearby the Puffing Billy Railway,

- people who through their personal or family history have an interest in the cultural heritage of the place; they may include people who have lived in buildings associated to the railway or nearby; and descendants of those people,
- former owners, managers, workers or users of the Puffing Billy Railway; and people involved in its construction, and
- groups and specialists who are particularly interested in the Puffing Billy Railway or similar places.

For participation to be effective for everyone involved, the following steps are recommended:

- a process for participation should be developed in conjunction with the relevant people associated to Puffing Billy Railway and other people who have an interest,
- access to information, appropriately, exchanged and updated, and
- adequate time and other resources to confer with all parties including opportunities for people to consider and present their opinion about the Puffing Billy Railway and its future.

Policy 6 – Maintenance, conservation and preservation of existing fabric

All future conservation and adaptation works to the significant elements of the Puffing Billy Railway should be carried out having regard for the principles of the Australian ICOMOS Charter for the conservation of Places of Cultural Significance (Burra Charter) as amended.

The principles of the Burra Charter provide guidance on the conservation and adaptation of places and elements of cultural significance. The principles should be referred to when assessing the suitability of any proposed works at the Puffing Billy Railway. A copy of the charter is included in an Appendix to this report (Appendix 1).

In formulating these policies, the following principles of the Burra Charter have been apical:

Article 5: The conservation of a place should take into consideration all aspects of its cultural significance without unwarranted emphasis on any one at the expenses of the others.

Article 6: The conservation policy appropriate to a place must first be determined by an understanding of its cultural significance and its physical condition¹

Maintenance is fundamental to conservation and preservation and should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance. Generally, future day-to-day maintenance work can be carried out in accordance with these conservation policies without particular reference to a conservation specialist.

However, any major maintenance or interventionist works to primary, moderate or contributory significance as defined in Table 4, should be undertaken in consultation with the Puffing Billy Railway maintenance team and an appropriately qualified conservation specialist where appropriate; this included works to the Puffing Billy locomotives and rolling stock collection.

¹ See also paragraphs 2.3, 3.2.2 and 3.2.6 of the Guidelines to the Burra Charter: Conservation Policy in J. S. Kerr, The Conservation Plan, pp. 32-33.

In general, maintenance schedules should ensure that the physical appearance of the Puffing Billy Railway heritage items should principally reflect the appearance of their original era; that being in most cases between 1900 to the 1950s. These schedules of maintenance must be in an ongoing cyclical program, where the needs of preservation and conservation should be integral to the program, not an extra.

Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow another conservation process to be carried out.

Primary, moderate and contributory significant Puffing Billy Railway heritage where practicable, should be preserved. The fabric of the place should be maintained where practicable in its existing state and retarding determination.

Policy 7 - Setting and Curtilage

Managers of the Puffing Billy Railway in the future should have regard for a conservation approach that requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the railway. Heritage Overlays and Significant Landscape Overlays will need to be considered.

The main views and vistas associated with the Puffing Billy Railway which are viewed along the rail alignment itself are of significance, especially where it is lined by remnant trees and landscape. These should be respected with any future redevelopment by methods such as avoiding being taller than the height of existing trees, implementing screening of new builds, avoiding new works which block or restrict views and setbacks from the rail corridor.

It is not appropriate for the new construction, demolition, intrusions or other changes to occur that will adversely affect the setting or relationship the Puffing Billy Railway has to the landscape.

It is recommended that consultation with owners and occupants within Puffing Billy Railway setting and curtilage be consulted with the view to making recommendations for statutory recognition and protection of the setting.

It could be recommended that the Puffing Billy Railway becomes a significant precinct reflected by its own Heritage Overlay that includes provisions to:

- protect related places within the setting,
- protect functional relationships, such as direct access between the Puffing Billy Railway and related places,
- protect important natural characteristics, such as land forms,
- protect views and landmark qualities and other significant characteristics of the setting, such as similarities and consistencies,
- provide amenities,
- discourage works that mimic the distinctive features of the Puffing Billy Railway
- ensure that the impact on the significance of the place is considered when assessing new proposals, and
- provide for applications for development.

Policy 8 - New buildings and works

The undertaking of new works or buildings such as additions to the Puffing Billy Railway should not dominate, distort or compromise cultural significant aspects of elements identified to have primary, moderate or contributory significance. To achieve this:

- New structures must be designed to be respectful in fabric, scale, form and details to the existing 1900s to 1950s buildings where they are in visual proximity, keeping in mind that most of the buildings previously along the railway were small, freestanding timber structures clad with corrugated iron and weatherboard, with pitched or bow roofs clad in corrugated iron, measuring not more than approximately 20 metres.
- New buildings not in visual proximity when viewed from the Puffing Billy Railway or suitably set away from the station precinct may be two storey builds that do not diminish views and vistas or landscape values. Screening is desirable. These areas include Belgrave Station, south of Menzies Station, south of Lakeside Station and north of Emerald Station.
- New works can be distinguished by changes in details, by materials that are similar but different in colour or surfaces, by forms that are recognisably modern, and by the presence of a visible line of demarcation. Designing an addition or new building in a recessive style and form is desirable so as not to dominate the significant structure and feature of the Puffing Billy Railway.
- New works should not confuse or falsify the story of the Puffing Billy Railway by disguising new works as old; with the exception of construction where original plans and drawings are available. Care and judgement should be taken to make new works 'readily identifiable' in a way that recognises the particular significance of the Puffing Billy Railway, using appropriate architecture and signage.
- The reconstruction of original (1900-1954) Puffing Billy buildings using original plans and drawings can be undertaken with appropriate signage identifying their modern construction.
- If fabric of elements of primary, moderate or contributory significance will be altered or impacted than a Heritage Impact Statement must be prepared (Appendix 2).
- New structures or works must not obscure important vistas or views from elements of primary and contributory significance.
- That only limited physical intervention to the fabric of the significant elements of the primary, moderate or contributory cultural heritage be permitted and if possible, be reversible.
- For all new works, including such things as railways, roads, carparks, tree planning or barriers, the proposed site should be investigated and a Heritage Impact Statement prepared (Appendix 2).
- For some places, such as primary, moderate or contributory significant cultural landscapes, new works may be a regular part of the life of the place. Understanding of the place and its significance is vital to avoid or minimise impacts on significant components and their appreciation.

Policy 9 - Adaptive reuse and new use

Opportunities for compatible reuse of both movable and non-movable heritage should remain open for investigation and consideration in the event of those heritage items becoming redundant. In determining potential adaptive reuse of any of Puffing Billy Railway's heritage an assessment of the significance needs to occur identifying the level of significance of the items, the following constraints should be observed:

- external envelope should be maintained,
- new openings should be limited to unobtrusive locations,
- existing wall and roof cladding and finished should be retained and conserved,
- internal spaces and dividing walls of buildings identified with primary significance should be retained where possible, if spaces require enlarging or subdividing, such work should be reversible and identifiable,
- internal spaces and dividing walls of buildings identified with moderate or contributory significance can be modified in accordance with operational requirements and a Heritage Impact Statement, and

- if fabric of movable and non-movable heritage of primary, moderate or contributory significance will be altered or impacted then a Heritage Impact Statement must be prepared.

Use of the Puffing Billy Railway should have regard for those factors that have been identified in the Statement of Significance as contributing to its significance and should not detract from the identified cultural significance of the place.

With regards to future uses of the Puffing Billy Railway, a range of uses could be considered that would be consistent with the historical values of the place and its use as one of Victoria's premier tourism destinations. Compatible new uses might include commercial activity which did not require substantial new buildings or conflict with other recreational activities. For example:

- the facilities required at the sites and compatibility with the style of the existing buildings and fabric at that site, could be considered, and
- interpretation along the Puffing Billy Railway should be designed in appropriate styles to complement historic depictions of the line, and the current environmental context. For example reproducing the style of a former station sign.

Improvements to the existing use as a tourist destination, including track and path surfacing, signage, interpretation and public amenities, would all be appropriate. Important views and vistas are key consideration in the conservation and management of heritage values.

Policy 10 - Landscaping

The character of the Puffing Billy Railway has historically been that of a railway transport route through undulating steep hills and valleys, consisting of mixed agriculture and horticulture, native bushland and townships. It has included utilitarian and functional buildings and structures and hardstand areas. There is no clear distinction between the Puffing Billy Railway and the setting. Future landscaping works should have regard to this character.

Clearance and control of woody weeds generally, and control of vegetation obscuring historic features should be undertaken using cut and paint methods followed up with brush-cutter or herbicide. The cut branches should be removed and disposed of properly. This will leave the root system dead in situ so the structure will not be damaged and any potential archaeological remains will not be disturbed. Small shrubs can be manually removed without damage to the structure. Arborist assessments undertaken at Belgrave, Menzies Creek, Emerald and Lakeside should be taken into account (Ajarboriculture, 2017).

Archaeological monitoring of works should be undertaken if any significant archaeological features are exposed, these should be recorded on the appropriate Heritage Inventory and Victorian Aboriginal Heritage Record system. If disturbance of the ground surface in the areas of potential archaeological areas is proposed, an archaeological investigation should be carried out.

Exposed moveable relics such as metal objects, bricks, etc. may be removed for safe keeping or covered over.

If any Aboriginal cultural heritage is identified, or if it is likely that unrecorded cultural heritage may be present elsewhere, and the works will potentially cause harm, the Puffing Billy Railway Cultural Heritage Management Plan 15134 and Policy 14 should be consulted.

Any new landscaping proposed for the Puffing Billy Railway should be informal, and should avoid overly designed or elaborate landscaping treatment which would not be in keeping with the character of the railway. New specimen planting may be considered where appropriate to the existing landscape. Native vegetation planting may be considered in areas not used for the various functions of the Puffing Billy Railway or to replace remnant vegetation, as long as this does not impact significant buildings, views and vistas.

Policy 11 - Movable heritage items

Potential and identified movable cultural heritage are intrinsic to the cultural heritage of the Puffing Billy Railway range from the Puffing Billy locomotives and rolling stock to historically significant movable heritage items including photographs, plans, documents and other Puffing Billy Railway related chattels.

Historically significant movable heritage items including photographs, plans, documents and other Puffing Billy Railway related chattels should remain within a Puffing Billy Railway location where possible and an inventory of all items should be prepared and maintained. In the event that they are no longer required by Puffing Billy Railway, historically significant movable heritage items should be offered to a suitable archive or museum (for example the Local Studies section of the Cardinia City Council, Yarra Ranges Council or the Victorian Archival Library).

Moveable heritage item Puffing Billy Locomotives and Rolling Stock Collection is listed on the VHR (H2187) and is subject to the conditions and permit exemptions as quoted below:

- *"The reconstruction of Locomotive 3A is permit exempt if works are undertaken in accordance with those specified in the Puffing Billy Railway Heritage Standards Manual. Following the reconstruction of Locomotive 3A all works, including 10 year rebuilds that conform to the Puffing Billy Railway Heritage Standards Manual are permit exempt.*
- *All works to Locomotives 6A and G42, including 10 year rebuilds that conform to the Puffing Billy Railway Heritage Standards Manual are permit exempt.*
- *All works to registered rolling stock that conform to the Puffing Billy Railway Heritage Standards Manual are permit exempt.*
- *All A, B, C and D examinations to locomotives are permit exempt.*
- *All inspections and general maintenance works are permit exempt.*
- *Re-machining of wheels, brake lining and air hose replacement and carriage repairs are permit exempt.*
- *Painting that conforms to Puffing Billy Railway Heritage Standards Manual is permit exempt.*
- *Re-roofing and other structural carriage work that conforms the Puffing Billy Railway Heritage Standards Manual is permit exempt.*
- *The use and exhibition of the Puffing Billy Rolling Stock Collection is permit exempt.*
- *The temporary relocation within Victoria of any piece of the Puffing Billy Rolling Stock Collection for maintenance or exhibition is permit exempt.*
- *The temporary relocation, movement or external loan of a registered heritage object does not require permit approval by the Executive Director pursuant to the Heritage Act 1995 where the activity is performed in accordance with the accepted standards, policies and procedures of the organisation concerned."*
(Heritage Victoria, 2008(b))

Policy 12 - Interpretation and access to information

Items of movable heritage, photographs, plans and historical information should be displayed in a location accessible to visitors to the Puffing Billy Railway.

Interpretative material should also be displayed with, within were applicable, elements of primary or contributory significance to demonstrate their former use and appearance. Copies of historical documentation for the Puffing Billy Railway should be retained on site where possible for future reference or lodged with the Local Studies Library at Cardinia Local City Council and Yarra Ranges Council.

Future interpretation should be undertaken in a consistent manner but also respect the efforts of the past, and the individually significant plaques, memorials and signage.

An interpretation plan should be prepared to guide future signage, works and interpretive activities. This should emphasize the cultural history of the Puffing Billy Railway and provided recognition of all the layers of history including the local and volunteer contribution. The interpretation plan should also explain the cultural heritage significance of the Puffing Billy Railway, the requirement to retain and conserve certain element, and the history of these elements through interpretation themes.

Policy 13- Records and archives

Before any demolition or new construction occurs an archival record of the heritage item should be made.

It is recommended that an archival photographic record and/or digital video record of any structures, features or landscape elements, including interiors, should be made before any demolition or new construction occurs. Documenting new structures ensures proper records will be kept of structures. Ideally this should be undertaken in accord with the standard guidelines by Heritage Victoria for such projects. Photographs and negative should be firstly maintained and secured by Puffing Billy Railway, then lodged with the State Library of Victoria, the Cardinia and Yarra Ranges Shire or any other approved archival repository.

Policy 14 - Archaeological investigation

Unexpected discovery of Aboriginal cultural material

If Aboriginal cultural heritage material is found, works must stop in the relevant area and the following process be followed:

- Discovery
 - If suspected Aboriginal cultural heritage is identified, all activity within a 20 metre buffer must stop. The activity can proceed outside the buffer
 - The Aboriginal cultural heritage must be left in place, and protected from harm or damage.
- Notification
 - The person in charge of the activity must notify a heritage advisor of the identification of Aboriginal cultural heritage within 24 hours if its discovery
 - The heritage advisor will notify the RAP and the Secretary, DPC of the identification of Aboriginal cultural heritage material in accordance with Section 24 of the *Aboriginal Heritage Act 2006*
 - All details of the location and nature of the Aboriginal cultural heritage must be provided to the VAHR.
- Impact Mitigation or Salvage
 - An appropriate impact mitigation or salvage strategy as determined by the RAP/Secretary, DPC in accordance with relevant Aboriginal Victoria guidelines and practice notes must be implemented by the Sponsor.
- Curation and further analysis
 - The treatment of salvaged Aboriginal cultural heritage must be in accordance with the direction of the RAP/Secretary, DPC and relevant Aboriginal Victoria guidelines and practice notes
- Reburial
 - Any reburial site(s) must be fully documented by an experienced and qualified archaeologist, clearly marked and all details provided to the VAHR

- Appropriate management measures must be implemented to ensure that the Aboriginal cultural heritage is not disturbed in the future.

Discovery of unanticipated historic relics

The following contingency plan describes the actions that must be taken in instances where historical cultural material is discovered or unearthed:

- Discovery
 - Should unanticipated historical material be identified during any works, works must cease in the vicinity of the find.
- Notification
 - Heritage Victoria must be notified of the find.
- Management
 - in consultation with Heritage Victoria and a qualified archaeologist, an Archaeological Impact Statement, pursuant to s.73(1)(a) of the *Heritage Act* 1995 should be undertaken and a management strategy developed to manage the identified historical cultural material.
 - a consent or permit may be permit may be required before works comment
 - A subsidence monitoring program may be required for historical sites and as such should be developed, using a methodology consistent with that outlined in section 7.
- Recording
 - the finds will be recorded in accordance with the requirements of Heritage Victoria.

Unexpected discovery of human remains

If suspected human remains are discovered, you must contact the Victoria Police and the State Coroner's Office immediately. If there are reasonable grounds to believe that the remains are Aboriginal, the Coronial Admissions and Enquiries hotline must be contacted on 1300 888 544. This advice has been developed further and is described in the following 5 step contingency plan. Any such discovery at the activity area must follow these steps.

- Discovery
 - If suspected human remains are discovered, all activity in the vicinity must stop.
 - The remains must be left in place, and protected from harm or damage.
- Notification
 - Once suspected human remains have been found, the Coroners Office and Victoria Police must be notified immediately
 - If there is reasonable grounds to believe that the remains are Aboriginal Ancestral Remains, the Coronial Admissions and Enquiries hotline must be contacted on 1300 888 544
 - All details of the location and nature of the human remains must be provided to the relevant authorities
 - If it is confirmed by these authorities that the discovered remains are Aboriginal Ancestral Remains, the person responsible for the activity must, as soon as practicable, report the existence of the Aboriginal Ancestral Remains to the Victorian Aboriginal Heritage Council in accordance with Section 17 of the *Aboriginal Heritage Act 2006*.
- Impact Mitigation or Salvage

- The Victorian Aboriginal Heritage Council, after taking reasonable steps to consult with any Aboriginal person or body with an interest in the Aboriginal Ancestral Remains, will determine the appropriate course of action as required by Section 18(2)(b) of the *Aboriginal Heritage Act 2006*
- An appropriate impact mitigation or salvage strategy as determined by the Victorian Aboriginal Heritage Council must be implemented by the Sponsor.
- Curation and further analysis
 - The treatment of salvaged Aboriginal Ancestral Remains must be in accordance with the direction of the Victorian Aboriginal Heritage Council.
- Reburial
 - Any reburial site(s) must be fully documented by an experienced and qualified archaeologist, clearly marked and all details provided to the VAHR
 - Appropriate management measures must be implemented to ensure that the remains are not disturbed in the future.

7.5 Tolerance for Change

Policy 15 - Change management

Change may be essential to preserving cultural significance, but is unwelcome where it diminishes cultural significance. The cultural significance of a Puffing Billy Railway heritage item should direct the amount of change appropriate. A range of options should be considered to find one that diminishes the reduction of cultural significance and conserves the item in a workable way.

The Emerald Tourist Railway Board should take into consideration that most regulations provide for exemptions in some circumstances, where the change is identified for:

- accommodation of new services,
- maintain existing use,
- meet building code, and/or
- meeting occupational health and safety standard.

Consideration of all feasible options must be undertaken where meeting building code requirements involves irreversible removal of fabric.

Changes that reduce the cultural significance of a Puffing Billy Railway heritage item should be irreversible. Where possible examples of previously altered items should be reversed where circumstances permit.

It is generally not acceptable to demolish significant fabric of a heritage. In some instances, minor demolition is acceptable if it is required for conservation purposes. Any existing fabric that is removed in the demolition process for conservation should be reinstated when circumstances permit.

The meaning of different periods or different aspects of cultural significance are often represented through fabric, use or association to the heritage item. Emphasising or interpreting one period or aspect at the expense of another can only be considered carefully. It would only be justified when what is left out, removed or diminished is of no cultural significance. What is then emphasised or interpreted must be of much greater primary or contributory significance. Differing degrees of tolerance for change for heritage elements are provided in Table 8 below, and can be compared to their conservation requirements in Table 9.

Table 8 Tolerance for change rankings

Site Element/Feature	Significance Grading	Current Use	Condition	Tolerance for Change
Movable objects				
Puffing Billy locomotives and rolling stock	Primary	Locomotive and rolling stock	Good	Exterior- Low Interior- Low
Signals collection	Moderate	Signalling	Good	Low
Landscape items				
Puffing Billy linear curtilage, alignment and environs	Primary	Rail alignment, views and vistas	Good	Low
Belgrave Precinct				
Current engine running shed	Contributory	Locomotive shed	Good	Exterior – Moderate Interior - High
Belgrave station and associated buildings	No significance	Station	Good	Exterior- High Interior- High
Original Belgrave station building	Moderate	Administration building	Good	Exterior- Low Interior- Moderate
Current 'Hilton, Belgrave	No significance	PBPS room	Good	Exterior- High Interior- High
1962 engine running shed	Contributory	Storage	Good	Exterior- Moderate Interior- High
1962 Belgrave Station Platform	Contributory	Platform	Good	Moderate
Old Belgrave bowling club location	Contributory (archaeological potential)	Demolished	N/A	N/A
Trestle bridge	Primary	Bridge	Good	Low
EC-5 Yanakie homestead	Contributory (archaeological potential)	Demolished	N/A	N/A
Selby Precinct				
Selby station shed	No significance	Station	Good	Exterior- High Interior- High

Site Element/Feature	Significance Grading	Current Use	Condition	Tolerance for Change
EC-7 Log loading siding	Contributory	Unused	Fair	Moderate
Realignment of track	Contributory	Track	Good	Moderate
Menzies Creek Precinct				
Menzies Creek station building	Moderate	Station	Good	Exterior- Moderate Interior- High
Original Menzies Creek station master's residence	Contributory	Residence	Good	Exterior- Moderate Interior- High
Menzies Creek workshop	No significance	Workshop	Good	Exterior- High Interior- High
Menzies Creek station amenities block	No significance	Ablutions	Good	Exterior- High Interior- High
Menzies Creek Valley landscape	Primary	N/A	Good	Low
Clematis Precinct				
Clematis station shed	No significance	Station	Good	Exterior- High Interior- High
Emerald Precinct				
Original Emerald station building	Primary	Station	Good	Exterior-Low Interior- Low
Former Emerald station master's residence	Contributory (archaeological potential)	Demolished	N/A	N/A
Emerald station ground/landscape	Contributory	Grounds and gardens	Good	Moderate
Emerald reconstructed stock loading ramps	No significance	Occasional stock holding pen	Good	Exterior- High Interior- High
Portable building	Contributory	Unknown	Good	Exterior- Moderate Interior- High
Corrugated iron shed and storage container	No significance	Storage	Good	Exterior- High Interior- High

Site Element/Feature	Significance Grading	Current Use	Condition	Tolerance for Change
Turntable at Emerald station	Contributory	Locomotive use	Fair	Moderate
Nobelius Precinct				
Nobelius station shed	Primary	Station	Good	Exterior- Low Interior- Moderate
Dutch Elms and Oaks	Primary	N/A	Good	Low
Nobelius Packing Shed Precinct				
Nobelius nursery and packing shed	Primary	Recreation, dining	Good	Exterior- Low Interior- Moderate
Nobelius nursery and Emerald Country Club	Primary	Recreation	Good	Low
Lakeside Precinct				
Lakeside station building	No significance	Station	Good	Exterior- High Interior- High
Wig Wag level crossing	Moderate	Warning signal	Good	Low
Emerald Lake Park	Primary	Recreation	Good	Low
Beech, <i>Fagus sylvatica</i>	Primary	N/A	Good	Low
Wright Precinct				
Wright station shed	No significance	Station	Good	Exterior- High Interior- High
Cockatoo Precinct				
Red, Hybrid, English Oaks	Primary	N/A	Good	Low
Cockatoo station shed	No significance	Station	Good	Exterior- High Interior- High
Puffing Billy Railway Reserve and environs	Primary	Landscape, gardens	Good	Low
Cockatoo Creek landscape	Primary	N/A	Good	Low
Fielder Precinct				

Site Element/Feature	Significance Grading	Current Use	Condition	Tolerance for Change
Fielder station shed	No significance	Station	Good	Exterior- High Interior- High
Gembrook Precinct				
Former Gembrook station master's residence	Contributory (archaeological potential)	Demolished	N/A	N/A
Former Gembrook station site	Contributory (archaeological potential)	Demolished	N/A	N/A
Former Gembrook goods shed	Contributory (archaeological potential)	Demolished	N/A	N/A
Gembrook reconstructed locomotive shed, engine pit and workshops	No significance	Workshop	Good	Exterior- High Interior- High
Gembrook station building	No significance	Station	Good	Exterior- High Interior- High
20th Century house, Gembrook workshops	No significance	Storage	Poor	Exterior- High Interior- High
'The Hilton', Gembrook	Moderate	Unknown	Fair	Exterior Moderate Interior- High
Water tank stand	Moderate	Water storage	Fair	Tank stand- Low
Water tank	Moderate	Water storage	Fair	Water tank- Low
Bhutan Pines <i>Pinus wallichiana</i>	Primary	N/A	Poor	Low
Gembrook General Store	Contributory (archaeological potential)	Demolished	N/A	N/A
Algerian Oaks <i>Quercus canariensis</i>	Primary	N/A	Poor	Low

Table 9 Summary of site elements and their conservation requirements

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)										Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)					
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Moveable items																		
Puffing Billy locomotives and rolling stock	VHR H2187	Primary	X		X				X		X	X	X	X	C	Y	Y	Y
Signals collection	None	Moderate	X		X				X		X	X	X	X	C	N	N	N
Landscape items																		
Puffing Billy linear curtilage, alignment and environs	None	Primary	X	X		X	X	X	X		X	X	X	C	C	Y	Y	
Belgrave Precinct																		
Current engine running shed	None	Contributory	X		X	X	X	X			X	X	X	Y	C	Y	C	
Belgrave station and associated buildings	None	No significance				X	X	X		X	X	X	X	N	N	N	N	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Original Belgrave station building	None	Moderate	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Current 'Hilton, Belgrave	None	No significance				X	X	X		X	X	X	X	N	N	N	N
1962 engine running shed	None	Contributory	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Remnant of 1962 Belgrave Station platform	None	Contributory	X		X	X	X	X		X	X	X	X	Y	Y	Y	Y
Old Belgrave bowling club location	None	Contributory (archaeological potential)					X	X	X		X	X	X	Y	C	Y	Y
Trestle bridge	VHR H1439; Yarra Ranges HO HO32; NT B2960	Primary	X		X		X	X			X	X	X	Y	Y	Y	Y
EC-5 Yanakie homestead	VHI H922-0165	Contributory (archaeological potential)					X	X	X	X	X	X	X	Y	C	Y	Y

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Selby Precinct																	
Selby station shed	None	No significance				X	X	X		X	X	X	X	N	N	N	N
EC-7 Log loading siding	VHI H7922-0167	Contributory	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Track realignment	None	Contributory	X		X			X	X	X	X	X	X	X	X	Y	Y
Menzies Creek Precinct																	
Menzies Creek station shed	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Original Menzies Creek station master's residence	None	Contributory	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Menzies Creek workshop	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Menzies Creek station amenities block	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Menzies Creek Valley landscape	NT L10108	Primary	X		X	X	X	X	X	X	X	X	X	X	Y	Y	N/A	Y
Clematis Precinct																		
Clematis station shed	None	No significance					X	X	X	X	X	X	X	N	N	N	N	
Emerald Station Precinct																		
Original Emerald station building	VHI D7922-0162; NT B5640	Primary		X		X	X	X	X	X	X	X	X	Y	Y	Y	Y	
Former Emerald station master's residence	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Emerald station ground/landscape	Cardinia HO HO176	Contributory	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Emerald reconstructed stock loading ramps	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Portable building	None	Contributory	X		X	X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Corrugated iron shed and storage container	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Turntable at Emerald station	None	Contributory	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Nobelius Precinct																		
Nobelius station shed	None	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y	
Dutch Elms and Oaks	Cardinia significant trees 01-3782-09	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A	
Nobelius Packing Shed Precinct																		
Nobelius nursery and packing shed	VHR H2285; Cardinia HO HO237	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Nobelius nursery and Emerald Country Club	NT G13028	Primary	X		X	X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Lakeside Precinct																		
Lakeside station building	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Wig Wag level crossing	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	
Emerald Lake Park	Cardinia HO HO106	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y	
Beech, <i>Fagus sylvatica</i>	Cardinia significant trees 01-3782-08	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A	
Wright Precinct																		
Wright station shed	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Cockatoo Precinct																		

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Red, Hybrid, English Oaks	Cardinia HO HO245	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A
Cockatoo station shed	None	No significance	X		X	X	X	X	X	X	X	X	X	N	N	N	N
Puffing Billy Railway Reserve and environs	NT L10112	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Cockatoo Creek landscape	NT L10093	Primary	X		X	X	X	X	X	X	X	X	X	Y	Y	Y	Y
Fielder Precinct																	
Fielder station shed	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N
Gembrook Precinct																	
Former Gembrook station master's residence	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Former Gembrook station site	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)				
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse	
Former Gembrook goods shed	None	Contributory (archaeological potential)	X		X	X	X	X	X	X	X	X	X	X	Y	C	Y	Y
'The Hilton', Gembrook	None	Moderate	X		X	X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Gembrook reconstructed locomotive shed, engine pit and workshops	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Gembrook station building	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
20th Century house, Gembrook workshops	None	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Gembrook station	Cardinia HO HO189	No significance				X	X	X	X	X	X	X	X	N	N	N	N	
Water tank stand	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y	

Heritage item	Heritage List	Significance	Applicable Conservation Policies (marked with X if applicable)											Heritage Impact Statement Required (Y = Yes, N = No, U = Unacceptable action, C = acceptable for conservation purposes only, N/A = Non applicable)			
			Policy 3	Policy 4	Policy 6	Policy 7	Policy 8	Policy 9	Policy 10	Policy 11	Policy 12	Policy 13	Policy 15	Demolition or Removal	Alteration of fabric	New Buildings	Adaptive Reuse
Water tank	None	Moderate	X		X	X	X	X	X	X	X	X	X	Y	C	Y	Y
Bhutan Pines <i>Pinus wallichiana</i>	Cardinia HO HO61; NT Tree register	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A
Gembrook General Store	NT B6885	Contributory (archaeological potential)				X	X	X	X	X	X	X	X	Y	N/A	N/A	N/A
Algerian Oaks <i>Quercus canariensis</i>	Cardinia significant trees 01-3782-02; Cardinia HO HO268	Primary	X		X	X			X			X	X	Y	N/A	N/A	N/A

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Appendix 1 Burra Charter

THE BURRA CHARTER

The Australia ICOMOS Charter for
Places of Cultural Significance 2013



Australia ICOMOS Incorporated
International Council on Monuments and Sites

ICOMOS

ICOMOS (International Council on Monuments and Sites) is a non-governmental professional organisation formed in 1965, with headquarters in Paris. ICOMOS is primarily concerned with the philosophy, terminology, methodology and techniques of cultural heritage conservation. It is closely linked to UNESCO, particularly in its role under the World Heritage Convention 1972 as UNESCO's principal adviser on cultural matters related to World Heritage. The 11,000 members of ICOMOS include architects, town planners, demographers, archaeologists, geographers, historians, conservators, anthropologists, scientists, engineers and heritage administrators. Members in the 103 countries belonging to ICOMOS are formed into National Committees and participate in a range of conservation projects, research work, intercultural exchanges and cooperative activities. ICOMOS also has 27 International Scientific Committees that focus on particular aspects of the conservation field. ICOMOS members meet triennially in a General Assembly.

Australia ICOMOS

The Australian National Committee of ICOMOS (Australia ICOMOS) was formed in 1976. It elects an Executive Committee of 15 members, which is responsible for carrying out national programs and participating in decisions of ICOMOS as an international organisation. It provides expert advice as required by ICOMOS, especially in its relationship with the World Heritage Committee. Australia ICOMOS acts as a national and international link between public authorities, institutions and individuals involved in the study and conservation of all places of cultural significance. Australia ICOMOS members participate in a range of conservation activities including site visits, training, conferences and meetings.

Revision of the Burra Charter

The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 1999.

Following a review this version was adopted by Australia ICOMOS in October 2013.

The review process included replacement of the 1988 Guidelines to the Burra Charter with Practice Notes which are available at: australia.icomos.org

Australia ICOMOS documents are periodically reviewed and we welcome any comments.

Citing the Burra Charter

The full reference is *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013*. Initial textual references should be in the form of the *Australia ICOMOS Burra Charter, 2013* and later references in the short form (*Burra Charter*).

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The Burra Charter consists of the Preamble, Articles, Explanatory Notes and the flow chart.

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Cover photograph by Ian Stapleton.

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ISBN 0 9578528 4 3

The Burra Charter

(The Australia ICOMOS Charter for Places of Cultural Significance, 2013)

Preamble

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988, 26 November 1999 and 31 October 2013.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members.

Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

Using the Charter

The Charter should be read as a whole. Many articles are interdependent.

The Charter consists of:

- Definitions Article 1
- Conservation Principles Articles 2–13
- Conservation Processes Articles 14–25
- Conservation Practices Articles 26–34
- The Burra Charter Process flow chart.

The key concepts are included in the Conservation Principles section and these are further developed in the Conservation Processes and Conservation Practice sections. The flow chart explains the Burra Charter Process (Article 6) and is an integral part of

the Charter. Explanatory Notes also form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained, in a series of Australia ICOMOS Practice Notes, in *The Illustrated Burra Charter*, and in other guiding documents available from the Australia ICOMOS web site: australia.icomos.org.

What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, Indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the *Australian Natural Heritage Charter*, *Ask First: a guide to respecting Indigenous heritage places and values* and *Significance 2.0: a guide to assessing the significance of collections*.

National and international charters and other doctrine may be relevant. See australia.icomos.org.

Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

Articles

Article 1. Definitions

For the purposes of this Charter:

- 1.1 *Place* means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
- 1.2 *Cultural significance* means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, *records*, *related places* and *related objects*.

Places may have a range of values for different individuals or groups.
- 1.3 *Fabric* means all the physical material of the *place* including elements, fixtures, contents and objects.
- 1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.
- 1.5 *Maintenance* means the continuous protective care of a *place*, and its *setting*.

Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.
- 1.6 *Preservation* means maintaining a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.
- 1.9 *Adaptation* means changing a *place* to suit the existing *use* or a proposed use.
- 1.10 *Use* means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

Explanatory Notes

Place has a broad scope and includes natural and cultural features. Place can be large or small: for example, a memorial, a tree, an individual building or group of buildings, the location of an historical event, an urban area or town, a cultural landscape, a garden, an industrial plant, a shipwreck, a site with in situ remains, a stone arrangement, a road or travel route, a community meeting place, a site with spiritual or religious connections.

The term cultural significance is synonymous with cultural heritage significance and cultural heritage value.

Cultural significance may change over time and with use.

Understanding of cultural significance may change as a result of new information.

Fabric includes building interiors and sub-surface remains, as well as excavated material.

Natural elements of a place may also constitute fabric. For example the rocks that signify a Dreaming place.

Fabric may define spaces and views and these may be part of the significance of the place.

See also Article 14.

Examples of protective care include:

- maintenance – regular inspection and cleaning of a place, e.g. mowing and pruning in a garden;
- repair involving restoration – returning dislodged or relocated fabric to its original location e.g. loose roof gutters on a building or displaced rocks in a stone bora ring;
- repair involving reconstruction – replacing decayed fabric with new fabric

It is recognised that all places and their elements change over time at varying rates.

New material may include recycled material salvaged from other places. This should not be to the detriment of any place of cultural significance.

Use includes for example cultural practices commonly associated with Indigenous peoples such as ceremonies, hunting and fishing, and fulfillment of traditional obligations. Exercising a right of access may be a use.

Articles

- 1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.
- 1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.
- 1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.
- 1.15 *Associations* mean the connections that exist between people and a *place*.
- 1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses to people.
- 1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.

Conservation Principles

Article 2. Conservation and management

- 2.1 *Places of cultural significance* should be conserved.
- 2.2 The aim of *conservation* is to retain the *cultural significance* of a *place*.
- 2.3 *Conservation* is an integral part of good management of *places of cultural significance*.
- 2.4 *Places of cultural significance* should be safeguarded and not put at risk or left in a vulnerable state.

Article 3. Cautious approach

- 3.1 *Conservation* is based on a respect for the existing *fabric, use, associations* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.
- 3.2 Changes to a *place* should not distort the physical or other evidence it provides, nor be based on conjecture.

Article 4. Knowledge, skills and techniques

- 4.1 *Conservation* should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the *place*.

Explanatory Notes

Setting may include: structures, spaces, land, water and sky; the visual setting including views to and from the place, and along a cultural route; and other sensory aspects of the setting such as smells and sounds. Setting may also include historical and contemporary relationships, such as use and activities, social and spiritual practices, and relationships with other places, both tangible and intangible.

Objects at a place are encompassed by the definition of place, and may or may not contribute to its cultural significance.

Associations may include social or spiritual values and cultural responsibilities for a place.

Meanings generally relate to intangible dimensions such as symbolic qualities and memories.

Interpretation may be a combination of the treatment of the fabric (e.g. maintenance, restoration, reconstruction); the use of and activities at the place; and the use of introduced explanatory material.

The traces of additions, alterations and earlier treatments to the fabric of a place are evidence of its history and uses which may be part of its significance. Conservation action should assist and not impede their understanding.

Articles

4.2 Traditional techniques and materials are preferred for the *conservation* of significant *fabric*. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

Article 5. Values

5.1 *Conservation* of a *place* should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.

5.2 Relative degrees of *cultural significance* may lead to different *conservation* actions at a place.

Article 6. Burra Charter Process

6.1 The *cultural significance* of a *place* and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy. This is the Burra Charter Process.

6.2 Policy for managing a *place* must be based on an understanding of its *cultural significance*.

6.3 Policy development should also include consideration of other factors affecting the future of a *place* such as the owner's needs, resources, external constraints and its physical condition.

6.4 In developing an effective policy, different ways to retain *cultural significance* and address other factors may need to be explored.

6.5 Changes in circumstances, or new information or perspectives, may require reiteration of part or all of the Burra Charter Process.

Article 7. Use

7.1 Where the *use* of a *place* is of *cultural significance* it should be retained.

7.2 A *place* should have a *compatible use*.

Explanatory Notes

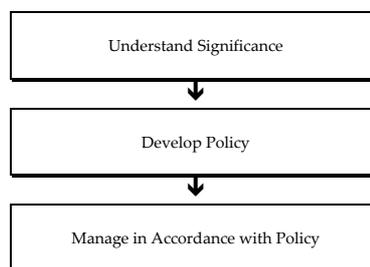
The use of modern materials and techniques must be supported by firm scientific evidence or by a body of experience.

Conservation of places with natural significance is explained in the Australian Natural Heritage Charter. This Charter defines natural significance to mean the importance of ecosystems, biodiversity and geodiversity for their existence value or for present or future generations, in terms of their scientific, social, aesthetic and life-support value.

In some cultures, natural and cultural values are indivisible.

A cautious approach is needed, as understanding of cultural significance may change. This article should not be used to justify actions which do not retain cultural significance.

The Burra Charter Process, or sequence of investigations, decisions and actions, is illustrated below and in more detail in the accompanying flow chart which forms part of the Charter.



Options considered may include a range of uses and changes (e.g. adaptation) to a place.

The policy should identify a use or combination of uses or constraints on uses that retain the cultural significance of the place. New use of a place should involve minimal change to significant fabric and use; should respect associations and meanings; and where appropriate should provide for continuation of activities and practices which contribute to the cultural significance of the place.

Articles

Article 8. Setting

Conservation requires the retention of an appropriate *setting*. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

Article 9. Location

- 9.1 The physical location of a *place* is part of its *cultural significance*. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2 Some buildings, works or other elements of *places* were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other elements do not have significant links with their present location, removal may be appropriate.
- 9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate *use*. Such action should not be to the detriment of any *place* of *cultural significance*.

Article 10. Contents

Contents, fixtures and objects which contribute to the *cultural significance* of a *place* should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and *preservation*; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

Article 11. Related places and objects

The contribution which *related places* and *related objects* make to the *cultural significance* of the *place* should be retained.

Article 12. Participation

Conservation, *interpretation* and management of a *place* should provide for the participation of people for whom the place has significant *associations* and *meanings*, or who have social, spiritual or other cultural responsibilities for the place.

Article 13. Co-existence of cultural values

Co-existence of cultural values should always be recognised, respected and encouraged. This is especially important in cases where they conflict.

Explanatory Notes

Setting is explained in Article 1.12.

For example, the repatriation (returning) of an object or element to a place may be important to Indigenous cultures, and may be essential to the retention of its cultural significance.

Article 28 covers the circumstances where significant fabric might be disturbed, for example, during archaeological excavation.

Article 33 deals with significant fabric that has been removed from a place.

For some places, conflicting cultural values may affect policy development and management decisions. In Article 13, the term cultural values refers to those beliefs which are important to a cultural group, including but not limited to political, religious, spiritual and moral beliefs. This is broader than values associated with cultural significance.

Conservation Processes

Article 14. Conservation processes

Conservation may, according to circumstance, include the processes of: retention or reintroduction of a *use*; retention of *associations* and *meanings*; *maintenance*, *preservation*, *restoration*, *reconstruction*, *adaptation* and *interpretation*; and will commonly include a combination of more than one of these. Conservation may also include retention of the contribution that *related places* and *related objects* make to the *cultural significance* of a *place*.

Article 15. Change

15.1 Change may be necessary to retain *cultural significance*, but is undesirable where it reduces cultural significance. The amount of change to a *place* and its *use* should be guided by the *cultural significance* of the place and its appropriate *interpretation*.

15.2 Changes which reduce *cultural significance* should be reversible, and be reversed when circumstances permit.

15.3 Demolition of significant *fabric* of a *place* is generally not acceptable. However, in some cases minor demolition may be appropriate as part of *conservation*. Removed significant fabric should be reinstated when circumstances permit.

15.4 The contributions of all aspects of *cultural significance* of a *place* should be respected. If a place includes *fabric*, *uses*, *associations* or *meanings* of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

Article 16. Maintenance

Maintenance is fundamental to *conservation*. Maintenance should be undertaken where *fabric* is of *cultural significance* and its maintenance is necessary to retain that *cultural significance*.

Article 17. Preservation

Preservation is appropriate where the existing *fabric* or its condition constitutes evidence of *cultural significance*, or where insufficient evidence is available to allow other *conservation* processes to be carried out.

Conservation normally seeks to slow deterioration unless the significance of the place dictates otherwise. There may be circumstances where no action is required to achieve conservation.

When change is being considered, including for a temporary use, a range of options should be explored to seek the option which minimises any reduction to its cultural significance.

It may be appropriate to change a place where this reflects a change in cultural meanings or practices at the place, but the significance of the place should always be respected.

Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.

Maintaining a place may be important to the fulfilment of traditional laws and customs in some Indigenous communities and other cultural groups.

Preservation protects fabric without obscuring evidence of its construction and use. The process should always be applied:

- where the evidence of the fabric is of such significance that it should not be altered; or
- where insufficient investigation has been carried out to permit policy decisions to be taken in accord with Articles 26 to 28.

New work (e.g. stabilisation) may be carried out in association with preservation when its purpose is the physical protection of the fabric and when it is consistent with Article 22.

Articles

Article 18. Restoration and reconstruction

Restoration and *reconstruction* should reveal culturally significant aspects of the *place*.

Article 19. Restoration

Restoration is appropriate only if there is sufficient evidence of an earlier state of the *fabric*.

Article 20. Reconstruction

20.1 *Reconstruction* is appropriate only where a *place* is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the *fabric*. In some cases, reconstruction may also be appropriate as part of a *use* or practice that retains the *cultural significance* of the place.

20.2 *Reconstruction* should be identifiable on close inspection or through additional *interpretation*.

Article 21. Adaptation

21.1 *Adaptation* is acceptable only where the adaptation has minimal impact on the *cultural significance* of the *place*.

21.2 *Adaptation* should involve minimal change to significant *fabric*, achieved only after considering alternatives.

Article 22. New work

22.1 New work such as additions or other changes to the *place* may be acceptable where it respects and does not distort or obscure the *cultural significance* of the place, or detract from its *interpretation* and appreciation.

22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the *cultural significance* of the *place*.

Article 23. Retaining or reintroducing use

Retaining, modifying or reintroducing a significant *use* may be appropriate and preferred forms of *conservation*.

Article 24. Retaining associations and meanings

24.1 Significant *associations* between people and a *place* should be respected, retained and not obscured. Opportunities for the *interpretation*, commemoration and celebration of these associations should be investigated and implemented.

24.2 Significant *meanings*, including spiritual values, of a *place* should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

Explanatory Notes

Places with social or spiritual value may warrant reconstruction, even though very little may remain (e.g. only building footings or tree stumps following fire, flood or storm). The requirement for sufficient evidence to reproduce an earlier state still applies.

Adaptation may involve additions to the place, the introduction of new services, or a new use, or changes to safeguard the place. Adaptation of a place for a new use is often referred to as 'adaptive re-use' and should be consistent with Article 7.2.

New work should respect the significance of a place through consideration of its siting, bulk, form, scale, character, colour, texture and material. Imitation should generally be avoided.

New work should be consistent with Articles 3, 5, 8, 15, 21 and 22.1.

These may require changes to significant fabric but they should be minimised. In some cases, continuing a significant use, activity or practice may involve substantial new work.

For many places associations will be linked to aspects of use, including activities and practices.

Some associations and meanings may not be apparent and will require research.

Articles

Article 25. Interpretation

The *cultural significance* of many *places* is not readily apparent, and should be explained by *interpretation*. Interpretation should enhance understanding and engagement, and be culturally appropriate.

Conservation Practice

Article 26. Applying the Burra Charter Process

26.1 Work on a *place* should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.

26.2 Written statements of *cultural significance* and policy for the *place* should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.

26.3 Groups and individuals with *associations* with the *place* as well as those involved in its management should be provided with opportunities to contribute to and participate in identifying and understanding the *cultural significance* of the place. Where appropriate they should also have opportunities to participate in its *conservation* and management.

26.4 Statements of *cultural significance* and policy for the *place* should be periodically reviewed, and actions and their consequences monitored to ensure continuing appropriateness and effectiveness.

Article 27. Managing change

27.1 The impact of proposed changes, including incremental changes, on the *cultural significance* of a *place* should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes to better retain cultural significance.

27.2 Existing *fabric*, *use*, *associations* and *meanings* should be adequately recorded before and after any changes are made to the *place*.

Article 28. Disturbance of fabric

28.1 Disturbance of significant *fabric* for study, or to obtain evidence, should be minimised. Study of a *place* by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the *conservation* of the place, or to obtain important evidence about to be lost or made inaccessible.

Explanatory Notes

In some circumstances any form of interpretation may be culturally inappropriate.

The results of studies should be kept up to date, regularly reviewed and revised as necessary.

Policy should address all relevant issues, e.g. use, interpretation, management and change.

A management plan is a useful document for recording the Burra Charter Process, i.e. the steps in planning for and managing a place of cultural significance (Article 6.1 and flow chart). Such plans are often called conservation management plans and sometimes have other names.

The management plan may deal with other matters related to the management of the place.

Monitor actions taken in case there are also unintended consequences.

Articles

28.2 Investigation of a *place* which requires disturbance of the *fabric*, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

Article 29. Responsibility

The organisations and individuals responsible for management and decisions should be named and specific responsibility taken for each decision.

Article 30. Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31. Keeping a log

New evidence may come to light while implementing policy or a plan for a *place*. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.

Article 32. Records

32.1 The records associated with the *conservation* of a *place* should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

32.2 Records about the history of a *place* should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33. Removed fabric

Significant *fabric* which has been removed from a *place* including contents, fixtures and objects, should be catalogued, and protected in accordance with its *cultural significance*.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

Article 34. Resources

Adequate resources should be provided for *conservation*.

Words in italics are defined in Article 1.

Explanatory Notes

New decisions should respect and have minimal impact on the cultural significance of the place.

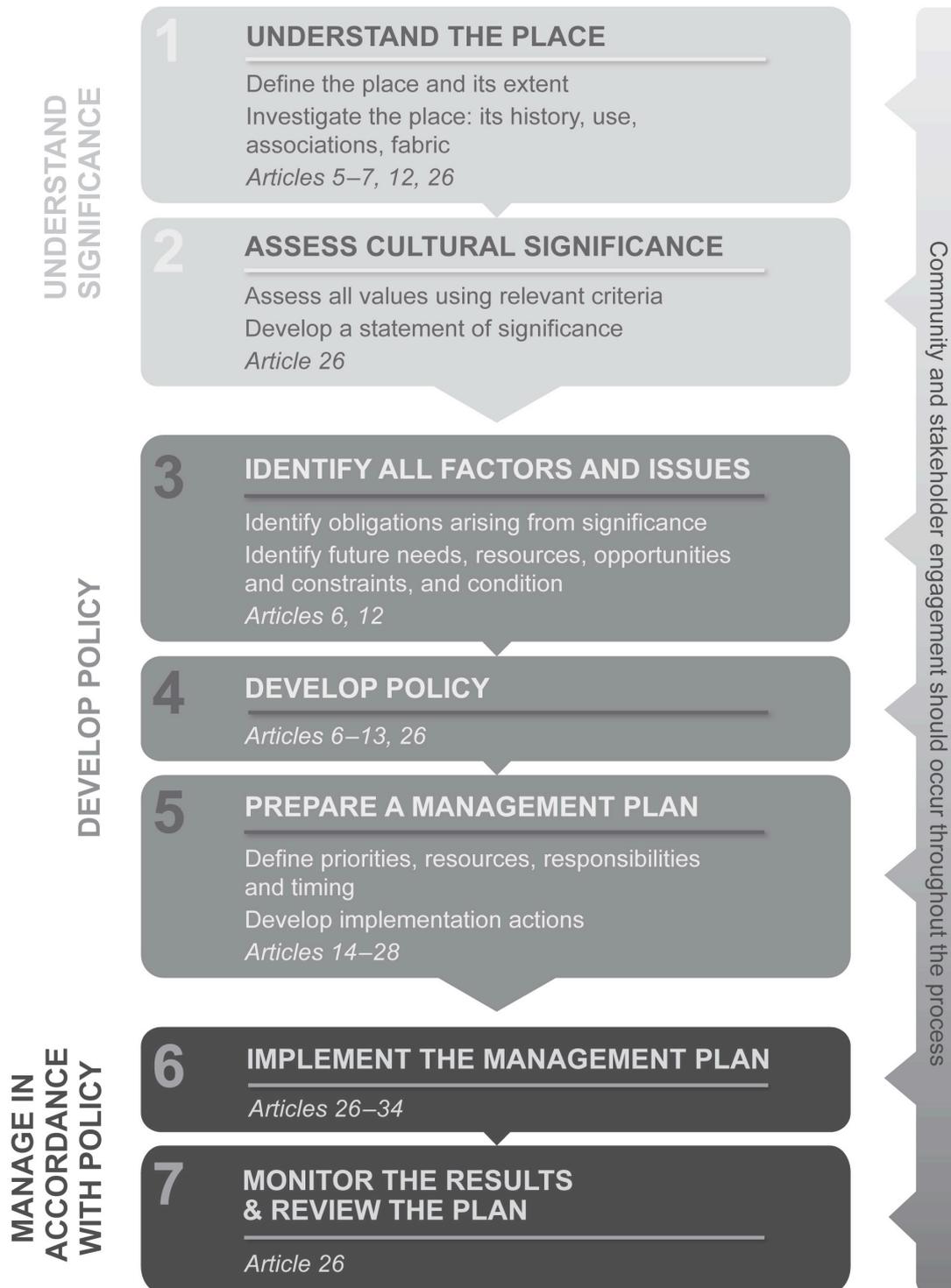
The best conservation often involves the least work and can be inexpensive.

The Burra Charter Process

Steps in planning for and managing a place of cultural significance

The Burra Charter should be read as a whole.

Key articles relevant to each step are shown in the boxes. Article 6 summarises the Burra Charter Process.



Appendix 2 How to prepare a heritage impact statement

Guidelines for preparing Heritage Impact Statements

These Guidelines are provided by Heritage Victoria to assist you to prepare a Heritage Impact Statement.

If you adapt the template please ensure your own details are included and references to Heritage Victoria, the State of Victoria and other authorities are removed.

DISCLAIMER

Any representation, statement, opinion or advice, expressed or implied in this publication is made in good faith but on the basis that the State of Victoria, its agents and employees are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in respect of any representation, statement or advice referred to above.

Acknowledgement

Acknowledgement to Heritage Division, Office of Environment & Heritage (NSW), through a Heritage Information Sharing Agreement.

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Introduction

Victoria's registered heritage places and objects include buildings, gardens, landscapes, archaeological sites and historic shipwrecks. They are irreplaceable assets. While their long-term survival is often dependant on ensuring an on-going use, and in some cases through new development, this should not be at the expense of the cultural heritage significance of the place or object.¹

When the Executive Director determines a permit application to undertake works to a place or object included in the Victorian Heritage Register, he/she must consider the extent to which the application, if approved, would affect the cultural heritage significance of the registered place [in accordance with s.73(1)(a) of the *Heritage Act 1995* – see Appendix 1].

A Heritage Impact Statement assists the Executive Director in making this assessment and decision. It will also assist the owner of a registered place or object to follow a logical process when developing proposals for changes to that place or object, and the broader community to understand the rationale underlying the proposal.

Many registered places and objects are capable of absorbing some degree of change without impacting adversely on their cultural heritage significance. Furthermore, it is rare that there is only one option for change available for a place or object, be it an alternative use, the location for an extension, or development within the grounds. The principal aim should always be to achieve a solution that retains the cultural heritage significance of the registered place or object, including the setting of the place, where applicable.

A Heritage Impact Statement should clearly demonstrate to both the Executive Director and other interested parties that in developing a proposal for change, a clear process has been undertaken that addresses the impacts of the proposal on the cultural heritage significance of the place or object. The process is quite simple, requiring answers to a number of basic questions set out in Table 1.

Minor proposals

In the case of relatively minor works, a brief assessment of the impacts on the cultural heritage significance of the registered place or object by a heritage consultant, relevant specialist, or the owner's agent would normally be sufficient rather than a full Heritage Impact Statement.

It is not the scale of the proposed development, but its impact on the heritage registered place or object which is the critical issue to be addressed.

Major proposals

In the case of a major proposal, such as adaptive re-use or new development on or around a registered place, a heritage consultant should be involved in preparing the Heritage Impact Statement, along with other relevant specialists. Ideally a Conservation Management Plan should have been undertaken to inform and guide development options and future management, and to underpin the Heritage Impact Statement. Other reports to support particular aspects of the proposal, such as planning, engineering or economic issues, may also be required to be submitted as part of the Heritage Impact Statement for a major development proposal.

¹ The protection of Historic Shipwrecks, including permitting, is dealt with through different processes under Part 5 of the *Heritage Act 1995*; or under delegation through Commonwealth *Historic Shipwrecks Act 1976*.

While the Heritage Impact Statement is primarily focussed on addressing the extent of the impact on the cultural heritage significance of the registered place or object, in those cases where the proposal will have a negative impact on heritage significance, the Executive Director must also consider the extent to which the application, if refused, would affect the reasonable or economic use of the registered place or object, or cause undue financial hardship to the owner in relation to that place or object [under s.73(1)(b) of the Heritage Act].

If a proposal is submitted that relies on s.73(1)(b), the argument would need to be fully addressed with supporting evidence in accordance with the Heritage Victoria and Heritage Council of Victoria Policy Guideline '*Matters to be considered in determining a permit application under section 73(1)(b) of the Heritage Act 1995*'.

Heritage Impact Statement

The following Template and associated Table 1 is provided to guide you when preparing a Heritage Impact Statement. It is recognised that not all the questions will require answering in every case. The author may introduce sub-headings to the various sections within the Heritage Impact Statement template if they consider the issues and information appropriate and relevant to the assessment process.

Section 73 of the *Heritage Act 1995*

The Executive Director, in making a decision in respect to a heritage permit, must have regard to the provisions of Section 73 of the Heritage Act. This section is reproduced in full in Appendix 1 and relevant considerations are identified within the Heritage Impact Statement template.

Definitions

Appendix 2 sets out the definitions to a number of terms used in this document, taken from the Heritage Act and the *ICOMOS Burra Charter* 2013.

Government Owned Heritage Places and Objects

Places or objects included in the Victorian Heritage Register that are owned or managed by the Victorian Government or agencies on behalf of the Victorian Government should comply with the Victorian Government Cultural Heritage Asset Management Principles. These Principles were adopted by the State Government on 15 December 2009 and state that the Victorian Government has a responsibility to identify, protect, conserve and present its cultural heritage assets for current and future generations. The Principles are available on Heritage Victoria's website: www.dtpli.vic.gov.au/heritage/apply-for-heritage-permits/permit-policies-and-decision-making-guidelines.

Heritage Impact Statement Template

Heritage Impact Statement for:

Name of heritage registered place

This Heritage Impact Statement forms part of a permit application for:

Insert description of the proposal

Date:

Victorian Heritage Register Number:

Victoria Heritage Register [VHR] number for the place

Address and location description:

If the proposal affects part of a large registered complex or precinct also describe the part of the place proposed to be affected

Prepared by:

Name, address, phone and email of author

For:

Name of client or owner, where manager or owner is not the author

Heritage Impact Statement

Existing condition of the registered place

Provide a brief summary of the existing condition of the registered place including, if relevant, any changes to the place. Recent photographs should be included. Plans can also be provided where this assists an understanding of the existing condition of the place.

Current use of the registered place

Provide a brief description of the current use/uses of the registered place .

The proposed works

Provide detail of the proposed works. Refer to plans and images lodged with the application, where relevant.

The cultural heritage significance of the place or object, including setting and any archaeological values or potential (relates to s.73(1)(a) of the Heritage Act)

Provide summary from the Statement of Significance and Conservation Management Plan (where relevant). Refer to the Victorian Heritage Inventory for archaeological information, where relevant.

What physical and/or visual impacts will result from the proposed works? i.e. what will be the affect on the cultural heritage significance of the place (relates to s.73(1)(a) of the Heritage Act)

List the impacts, positive and/or negative of the various aspects of the proposal on the cultural heritage significance of the place as set out above.

Is the registered place or object in a World Heritage Environs Area? If yes, how does the proposal affect the world heritage values of the listed place or any relevant Approved World Heritage Strategy Plan? (relates to s.73(1)(ab) of the Heritage Act)?

If there are detrimental impacts on the cultural heritage significance of the place or object, provide reasons why the proposal should be permitted (relates to s.73(1)(b), (e) and (f) and s.73(1A) of the Heritage Act)

*Provide reasons why the proposed works should be supported. Reasons **must** address the matters which the Executive Director is to consider under s.73 (1)(b) ,(e) and (f) and s.73(1A) of the Heritage Act [See Appendix 1]. Refer to the Heritage Victoria and Heritage Council Guideline: "Matters to be considered in determining a permit application under section 73(1)(b) of the Heritage Act 1995" when providing reasons for support of the proposal. The guideline is available on Heritage Victoria's website: www.dtpli.vic.gov.au/heritage/apply-for-heritage-permits/permit-policies-and-decision-making-guidelines.*

If there are detrimental impacts on the cultural heritage significance of the place or object, detail alternative proposals that were considered and reasons why these were dismissed (relates to s.73(1)(b), (e) and (f) and s.73(1A) of the Heritage Act)

A detailed analysis of alternative options and reasons for their dismissal should be provided where there is a negative impact on the cultural heritage significance of the place or object.

What measures are being proposed to avoid, limit or manage the detrimental impacts?

Detail measures that are to be taken to ensure the detrimental impacts on the cultural heritage significance of the place are being minimised or off-set, e.g. conservation works, including repairs/reinstatement of the fabric and/or setting of the place, program of interpretation, archaeological monitoring etc.

Has the proposal been influenced by, or does it address any Local Planning Scheme or *Building Act 1993* requirements? (relates to s.73(1)(f) and s.73(1A) of the Heritage Act)

If applicable, detail how the proposal has been influenced by and/or addresses requirements of any Building regulation or Local Planning Scheme Provisions, such as Design and Development Overlays, Significant Landscape Overlays, or policies relating to parking and/or traffic requirements, waste disposal, etc.

Note: If the registered place is adjacent or neighbours another heritage registered place or a place included in a Heritage Overlay, or if the registered place sits within a Heritage Overlay precinct, an assessment of the affect of the proposal on the cultural heritage significance of those adjacent places is required (relates to s.73(1)(f) and s.73(1A) of the Heritage Act).

Conclusion

Summarise the main points

Attachments:

Attach all relevant documents, for example: relevant extracts from a Conservation Management Plan, engineer's report, building condition report, archaeologist report, economic or financial reports.

Table 1

Some questions to be addressed in a Heritage Impact Statement and supporting information that may be required

The following are some questions that need to be addressed, as relevant, in a Heritage Impact Statement. In some cases a combination of works will be proposed, e.g. adaptive re-use, an extension, development within the grounds, and subdivision. The Heritage Impact Statement will need to address the impacts of all aspects of the proposal.

While the Table includes total demolition/destruction as a potential development option, such proposals are rarely approved. Compelling justification in accordance with s.101 of the Heritage Act would be required for such a proposal.

PROPOSED CHANGE TO HERITAGE REGISTERED PLACE	SOME QUESTIONS TO BE ADDRESSED IN A STATEMENT OF HERITAGE IMPACT AND SUPPORT INFORMATION THAT MAY BE REQUIRED BY THE EXECUTIVE DIRECTOR
<p>1. Total demolition/destruction of a heritage registered place</p>	<ul style="list-style-type: none"> • Why is the existing registered place not capable of retention and adaptive reuse? • Can any of the significant elements of the registered place be retained as part of the new development or any new development located elsewhere on the site? • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If not, why not? • What other options have been considered for the place and why have these been dismissed? • Is the work likely to expose material of archaeological significance? If so, has the advice of a consultant archaeologist been sought? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Engineering and/or Building Surveyor's report • Economic Feasibility Study • Archaeologist's Report
<p>2. Demolition/destruction of one of a number of buildings on a registered site</p>	<ul style="list-style-type: none"> • Why is the existing building not capable of retention and adaptive reuse? • Can the building be retained as part of any new development or any new development located elsewhere on the site to avoid demolition? • What other options have been considered for the place and why have these been dismissed?

	<ul style="list-style-type: none"> • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If no, why not? • Why is this proposal the best conservation outcome for the registered place? • Is the work likely to expose material of archaeological significance? If so, has the advice of a consultant archaeologist been sought? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Engineering and/or Building Surveyor's report • Economic Feasibility Study • Archaeologist's Report
<p>3. Part demolition/destruction of a heritage registered place, including interiors, fixtures and fittings, identified as significant</p>	<ul style="list-style-type: none"> • Is the proposed demolition essential for the heritage place to function? • Is the proposed demolition essential for the long-term viability of the registered place? • Has the extent of demolition been minimised as much as possible? (for example, creating openings in internal walls rather than removal of the walls altogether) • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If no, why not? • Why are the proposed works in the best interests of the conservation of the registered place? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Engineering and/or Building Surveyor's report • Economic Feasibility Study
<p>4. Construction of substantial extensions to a registered place</p>	<ul style="list-style-type: none"> • Why are the proposed works in the best interests of the conservation of the registered place? • Will the addition visually dominate the registered place or its setting? • How will the proposed works affect the significant garden setting, landscape and trees? • Are the additions sympathetic to the registered place? In what way (e.g., form, proportion, design, materials)? • How is the impact of the addition on the registered place to be minimised? • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If no, why not? • Are the additions sited on any known or

	<p>potentially significant archaeological deposits? How is this issue being addressed?</p> <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Engineering and/or Building Surveyor's report • Economic Feasibility Study • Archaeologist's Report • Horticultural/Arboriculture/Landscape advice
<p>5. Construction of new buildings, car parking, within the grounds of a heritage registered place</p>	<ul style="list-style-type: none"> • Why are the proposed works in the best interests of the conservation of the registered place? • How is the impact of the new development on the heritage significance of the registered place to be minimised? • Is the new development sympathetic to the heritage place? In what way (e.g., siting, form, proportion, design, materials)? • How will the proposed works affect the significant garden setting, landscape and trees? • How does the new development affect the setting, views to/from the heritage place? • How does the curtilage retained around the registered place contribute to the conservation of its heritage significance? • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If no, why not? • Is the new development sited on any known or potentially significant archaeological deposits? How is this issue being addressed? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Architect/Urban design report • Horticultural/Arboriculture/Landscape advice • Archaeologist's Report • Economic Feasibility Study • Engineering and/or Building Surveyor's report
<p>6. Subdivision of heritage registered place</p>	<ul style="list-style-type: none"> • Does the proposed subdivision provide an adequate setting or context for the registered place? • Could future development that results from this subdivision compromise the significance of the registered place? • Could future development that results from the subdivision affect views to, and from, the registered place? • What management processes, such as a Body Corporate, is being considered to ensure the conservation of any common property resulting

	<p>from the subdivision?</p> <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan • Architect/Urban design report for major development • Economic Feasibility Study for major development • Body Corporate model/s and rules • Design guidelines for buildings and complexes to be subdivided (to ensure a consistent approach to change). • Draft Heritage Covenant to ensure maintenance of heritage fabric into the future • Draft Interpretation Strategy for large sites/complexes
<p>7. Physical change to fabric/feature identified as being of cultural heritage significance.</p>	<ul style="list-style-type: none"> • Is the detailing of the change sympathetic to the heritage significance of the registered place? • Has the advice of a heritage consultant/specialist been sought? Have the consultant's recommendations been implemented? If no, why not? • Why is the proposed works in the best interests of the conservation of the registered place? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan or assessment by a heritage consultant/specialist
<p>8. Demolition/destruction of a non-significant building within the grounds of a registered place</p>	<p>Information that may be required</p> <ul style="list-style-type: none"> • Assessment of proposal by heritage consultant or specialist to confirm no impact • If the work likely to expose material of archaeological significance, the advice of a consultant archaeologist should be provided.
<p>9. Part demolition/destruction of and/or changes to a registered place, including interiors, not identified as significant</p>	<p>Information that may be required by the Executive Director</p> <ul style="list-style-type: none"> • Assessment of proposal by heritage consultant or specialist to confirm no impact
<p>10. Repainting Using new colour scheme</p>	<ul style="list-style-type: none"> • Have previous (including original) colour schemes been investigated? Are previous schemes being re-instated? • Will the painting effect the conservation of the fabric of the heritage item, such as removing earlier colour schemes? <p>Information that may be required</p> <ul style="list-style-type: none"> ▪ Assessment of proposal by a heritage consultant/specialist

<p>11. Re-roofing/re-cladding</p>	<ul style="list-style-type: none"> • Is as much original fabric being retained as possible? • Have previous (including original) roofing/cladding materials been investigated (through archival and physical research)? • Is the original type of material being re-instated? • Will the re-roofing/re-cladding effect the conservation of the fabric of the heritage place? <p>Information that may be required</p> <ul style="list-style-type: none"> • Assessment of proposal by a heritage consultant/specialist
<p>12. New services (air conditioning, plumbing)</p>	<ul style="list-style-type: none"> • How has the impact of the new services on the heritage significance of the place been minimised? • Are any of the existing services of any significance? Are they affected by the new works? • Has the advice of a heritage consultant/specialist been sought? Has the advice been implemented? • Are any known or potential archaeological deposits (underground or under floor) affected by the works? • Is the proposal the best technical and conservation solution for the delivery of new services? <p>Information that may be required</p> <ul style="list-style-type: none"> ▪ Assessment of proposal by a heritage consultant/specialist
<p>13. Fire protection/services upgrade</p>	<ul style="list-style-type: none"> • How has the impact of the fire protection/services on the heritage significance of the place been minimised? • Are any of the existing fire services of any significance? Are they affected by the new works? • Has the advice of a heritage consultant/specialist been sought? Has the advice been implemented? • Has the advice of a fire services consultant been sought to look at options that would have less impact on the heritage place? • Is the proposal the best technical and conservation solution for the registered place? <p>Information that may be required</p> <ul style="list-style-type: none"> ▪ Assessment of proposal by a heritage consultant/specialist and fire consultant
<p>14. New landscape works and features</p>	<ul style="list-style-type: none"> • Is as much original fabric being retained as possible?

	<ul style="list-style-type: none"> • How has the impact of the new work on the heritage significance of the existing landscape been minimised? • Has evidence (archival or physical) of previous landscape work been investigated? Are previous works being re-instated? • Has the advice of a consultant skilled in the conservation of heritage landscapes been sought? If so, are the recommendations being implemented? • Are any known or potential archaeological deposits affected by the landscape works? If so, what alternatives have been considered? Has advice been sought from a consultant archaeologist? • How does the work impact on views to, and from the heritage registered place? <p>Information that may be required</p> <ul style="list-style-type: none"> • Conservation Management Plan if significant garden/park or landscape setting. • Archaeologist's Report
<p>15. Tree removal or replacement</p>	<ul style="list-style-type: none"> • Does the tree contribute to the heritage significance of the registered place? • Why is the tree to be removed? • Has the advice of a tree surgeon or horticultural specialist been obtained? <p>Information that may be required</p> <ul style="list-style-type: none"> ▪ Report from tree surgeon or horticultural specialist if tree identified in heritage registration or Conservation Management Plan as significant

Appendix 1

Extract from Section 101 of the *Heritage Act 2017*

101 Determination of permit applications

(1) After considering an application the Executive Director may—

(a) approve the application and—

(i) issue the permit for the proposed works or activities; or

(ii) issue the permit for some of the proposed works or activities specified in the application; or

(b) refuse the application.

(2) In determining whether to approve an application for a permit, the Executive Director must consider the following—

(a) the extent to which the application, if approved, would affect the cultural heritage significance of the registered place or registered object;

(b) the extent to which the application, if refused, would affect the reasonable or economic use of the registered place or registered object;

(c) any submissions made under section 95 or 100;

(d) if the applicant is a public authority, the extent to which the application, if refused, would unreasonably detrimentally affect the ability of the public authority to perform a statutory duty specified in the application; Part 5—Permits Heritage Act 2017 No. of 2017 86

(e) if the application relates to a listed place or to a registered place or registered object in a World Heritage Environs Area, the extent to which the application, if approved, would affect—

(i) the world heritage values of the listed place; or

(ii) any relevant Approved World Heritage Strategy Plan;

(f) any matters relating to the protection and conservation of the registered place or registered object that the Executive Director considers relevant.

(3) In determining whether to approve an application for a permit, the Executive Director may consider—

(a) the extent to which the application, if approved, would affect the cultural heritage significance of any adjacent or neighbouring property that is—

(i) included in the Heritage Register; or

(ii) subject to a heritage requirement or control in the relevant planning scheme; or

(b) any other relevant matter.

Appendix 2

Definitions from Section 3 of the *Heritage Act 2017*

"alter", in relation to a place or object, means to modify or change the appearance or physical nature of the place or object, including any modification or change by way of structural or other works, by painting, plastering or other decoration;

"place" includes—

- (a) an archaeological site; and
- (b) an area of land covered with water; and
- (c) a building; and
- (d) a garden; and
- (e) a landscape; and
- (f) a precinct; and
- (g) a shipwreck; and
- (h) a site; and
- (i) a tree; and
- (j) land associated with any thing specified in paragraphs (a) to (i);

"building" includes a structure, work and fixture, and any part of a building, structure, work or fixture;

"conservation" includes—

- (a) the retention of the cultural heritage significance of a place or object; and
- (b) any maintenance, protection, preservation, restoration, reconstruction or sustainable use of a place or object;

"cultural heritage" means places and objects of—

- (a) cultural heritage significance; or
- (b) State-level cultural heritage significance;

"cultural heritage significance" means aesthetic, archaeological, architectural, cultural, historical, scientific or social significance.

"develop", in relation to a place, means—

- (a) to construct or alter the place or a building on the place; or
- (b) to demolish or remove a building or structure on the place; or
- (c) to carry out any works on, over or under the place; or
- (d) to subdivide or consolidate land comprising the place, including any building or airspace; or
- (e) to place or relocate a building or structure on the place; or
- (f) to construct or put up for display signs or hoardings;

"harm", in relation to a place or object, includes moving or removing any part of the place or object;

"works" includes—

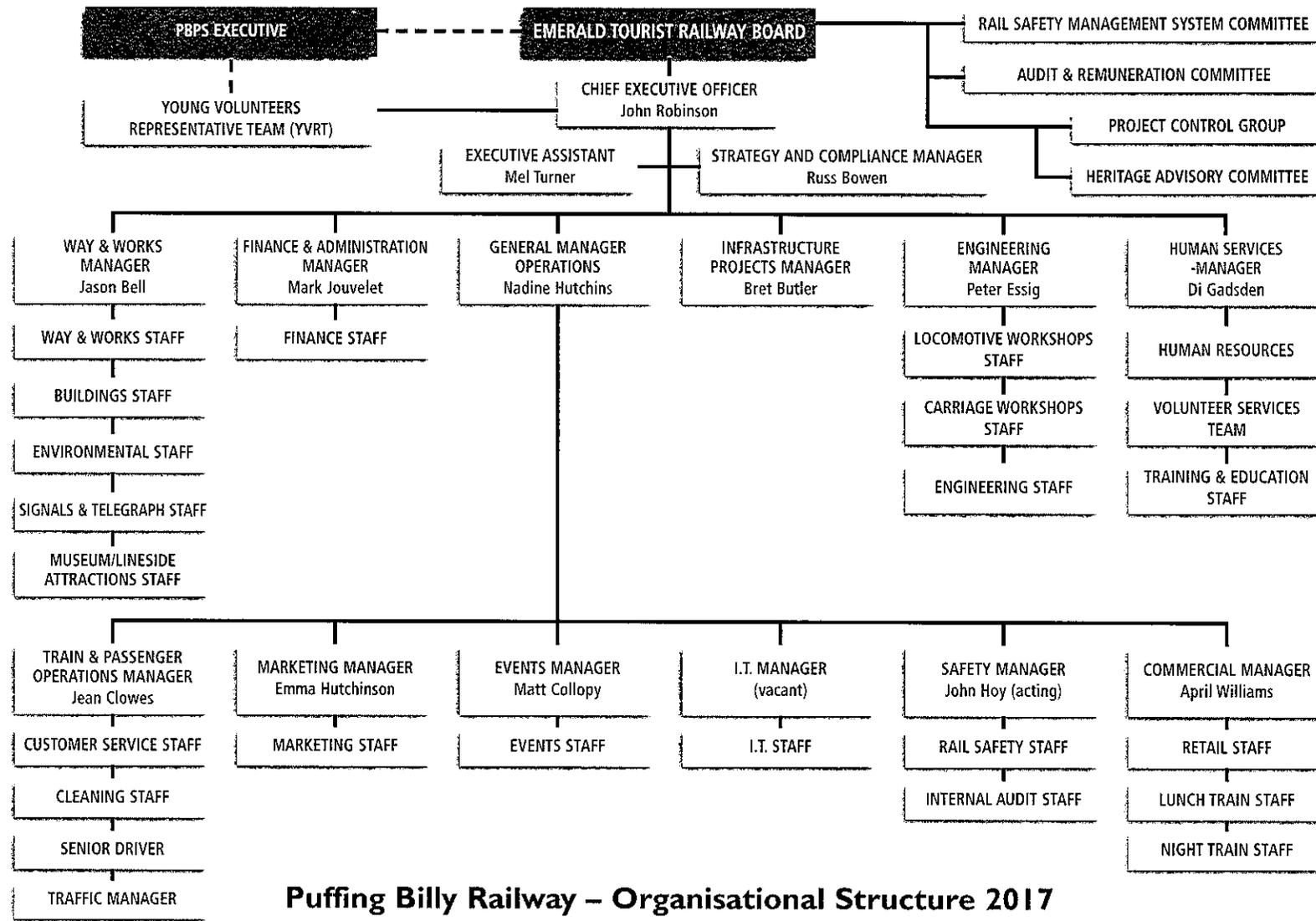
- (a) any physical intervention, excavation or action that may result in a permanent or temporary change to the appearance or physical nature of a place or object; and
- (b) any change to the natural or existing condition or topography of land; and
- (c) any removal or destruction of trees; and
- (d) any removal of vegetation or topsoil;

Definitions from *The Burra Charter - The Australia ICOMOS charter for the conservation of places of cultural significance 2013*

Article 1 - Definitions

- 1.4 Conservation** means all the processes of looking after a place so as to retain its cultural significance.
- 1.5 Maintenance** means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction
- 1.6 Preservation** means maintaining the fabric of a place in its existing state and retarding deterioration
- 1.7 Restoration** means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- 1.8 Reconstruction** means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- 1.9 Adaptation** means modifying a place to suit the existing use or a proposed use.
- 1.10 Use** means the functions of a place, as well as the activities and practices that may occur at the place.
- 1.11 Compatible use** means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 Setting** means the area around a place, which may include the visual catchment.

Appendix 3 Structure of Governance



Puffing Billy Railway – Organisational Structure 2017