Korumburra Railway Station Complex (H1571 and H8021-0058)

Heritage Impact Statement Report and Supporting Documentation

Prepared for South Gippsland Shire Council

February 2024

GML HERITAGE

Acknowledgement of Country

We respect and acknowledge the Bunurong People, their lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with the Bunurong People to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

Cultural warning

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

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Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Job no.	Issue no.	Notes/description	Issue date
2596C	1	Draft Heritage Impact Statement	26 October 2023
2596C	2	Final Heritage Impact Statement	22 February 2024

Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

Indigenous cultural and intellectual property

We acknowledge and respect the inherent rights and interests of the Bunurong People in Indigenous Cultural and Intellectual Property. We recognise that Aboriginal and Torres Strait Islander people have the right to be acknowledged and attributed for their contribution to knowledge but also respect their rights to confidentiality. We recognise our ongoing obligations to respect, protect and uphold the continuation of the Bunurong People rights in the materials contributed as part of this project.

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Contents

1 Introduction

1.1 Purpose of this report

This Heritage Impact Statement (HIS) and archaeological assessment has been prepared for Korumburra Railway Station regarding works associated with the proposed development of the rail corridor as part of the Great Southern Rail Trail (GSRT) extension project. The works assessed in this HIS include the pathways and landscaping for the GSRT, extension and upgrade of the carpark and the construction of the Korumburra Skatepark and playground and community recreation facilities to the southwest side of the rail corridor.

This report assesses the heritage impact of the proposed works in relation to the area of the site that is included on the Victorian Heritage Register (VHR) H1571 Korumburra Railway Station Complex and on the Victorian Heritage Inventory (VHI) as H8021-0058 Korumburra Railway Station Archaeological Precinct.

The Korumburra Railway Station is also of local significance to the Shire of South Gippsland (HO5 Part of Korumburra Railway Station Complex and HO18 Korumburra Railway Station Complex). A separate heritage impact assessment (HIA) has been prepared to assess the heritage impact of the works on overlapping and adjacent South Gippsland Shire Council (SGSC) heritage overlays: HO18 Korumburra Railway Station Complex and HO5 Korumburra Railway Station Complex.

GML Heritage Victoria Pty Ltd (trading as Context) was initially engaged by SGSC in May 2020 to prepare a heritage assessment of the project works area and provide heritage advice regarding the removal of heritage fabric and other developments to the area as part of the proposed GSRT extension project (see Appendix A). Context was subsequently engaged by SGSC to prepare this HIS to accompany the heritage permit for the part of the proposed works that are within the area listed on the VHR, as well as an HIS to accompany the Planning Permit for the wider site area that is within the Heritage Overlay (completed in November 2021). Context was also engaged in 2021 by SGSC to compile supporting documentation to support a Consent to Damage application for the Korumburra Railway Station (VHI H8021-0058).

1.2 Background

The following background information follows the template provided in the Heritage Victoria *Guidelines for Preparing Heritage Impact Statements* (June 2021):

Heritage Impact Statement for:

Korumburra Railway Station, Station Street, Korumburra.

Victorian Heritage Register number:

Korumburra Railway Station, Station Street, Korumburra—H1571 Korumburra Railway Station Complex

See Section 1.4 and Section 2 for identified cultural heritage values of the place.

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

Alterations and additions to the Korumburra Railway Station Complex;

- development of the railway corridor within the study area, including the installation of a shared path along the rail corridor, the upgrade and extension of the existing carpark and construction of a new skatepark. The works will involve the partial removal of rail tracks and demolition of freight gate structure adjacent.
- works within the VHR boundary, including:
  - construction of a shared path along the rail corridor;
  - construction of connecting paths;
  - partial removal of rail tracks;
  - construction of a skate park facility;
  - landscaping works;
  - installation of ramps connecting to the station platform;
  - pedestrian surface works and repairs to the underpass tunnel;
  - landscape furniture and seating;
  - planting of new trees in the VHI area; and
  - fencing, public lighting, parking and footpaths.
- works outside the area of the VHR but within HO5 and HO18, including:
  - demolition of the Freight Gate open-sided structure;
  - construction of new sports half-court, picnic area, public toilets and playground;
  - reconstruction of the existing picnic shelter in the northeast of the site, and
  - the extension and upgrade of the existing carpark.
- adjacent works that are outside the Heritage Overlay and VHR include:
  - carpark and road resurfacing and kerbing works; and
  - construction of a stairway from the lower underpass to the upper carpark.

It is noted that another package of works has been completed by VicTrack as part of a separate Heritage Victoria permit for works to the Korumburra Railway Station building and platform.

Pre-application meeting number: P38485

A pre-application meeting was held with Heritage Victoria on 29 June 2023.

An on-site meeting was held with Heritage Victoria on 19 January 2024.

Address and location description:

The Korumburra Railway Station is located on Station Street, Korumburra, in South Gippsland, Victoria.

The site runs parallel to the commercial strip that lines Commercial Street (South Gippsland Highway) to the southwest and is connected to the central area of Korumburra via a carpark and pedestrian underpass.

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This report has been prepared for:

South Gippsland Shire Council

Date: February 2024

1.3 Location of the subject site and works area

The subject site comprises a section of the former corridor for the South Gippsland rail line and an associated complex of buildings and rail infrastructure, including point levellers, a turntable and signals. The linear stretch of land runs approximately northwest–southeast. It abuts Station Street to the northeast, Commercial Street (South Gippsland Highway) to the southwest and Bridge Street to the southeast. The outline of the subject site and works area and its relationship to the boundary of VHR H1571 Korumburra Railway Station Complex is indicated in Figure 1.1. Warragul Road traverses the corridor to the northwest.

Most structures identified as having heritage significance are located on the northeast side of the railway corridor. The registration extent includes the Station Building, Platform Store, Way and Works Depot, Plumber Store and the Victorian Railways Institute (VRI) Building (Figure 1.2). The site also includes the Freight Gate open-sided structure (built c1984) and a carpark. Public recreation facilities, including a brick toilet block, BBQ shelter and playground abutting a carpark accessed from the South Gippsland Highway, are located in the southern portion of the works area, but fall outside the area of the VHR. This recreation area includes remnant rails and a train turntable structure.

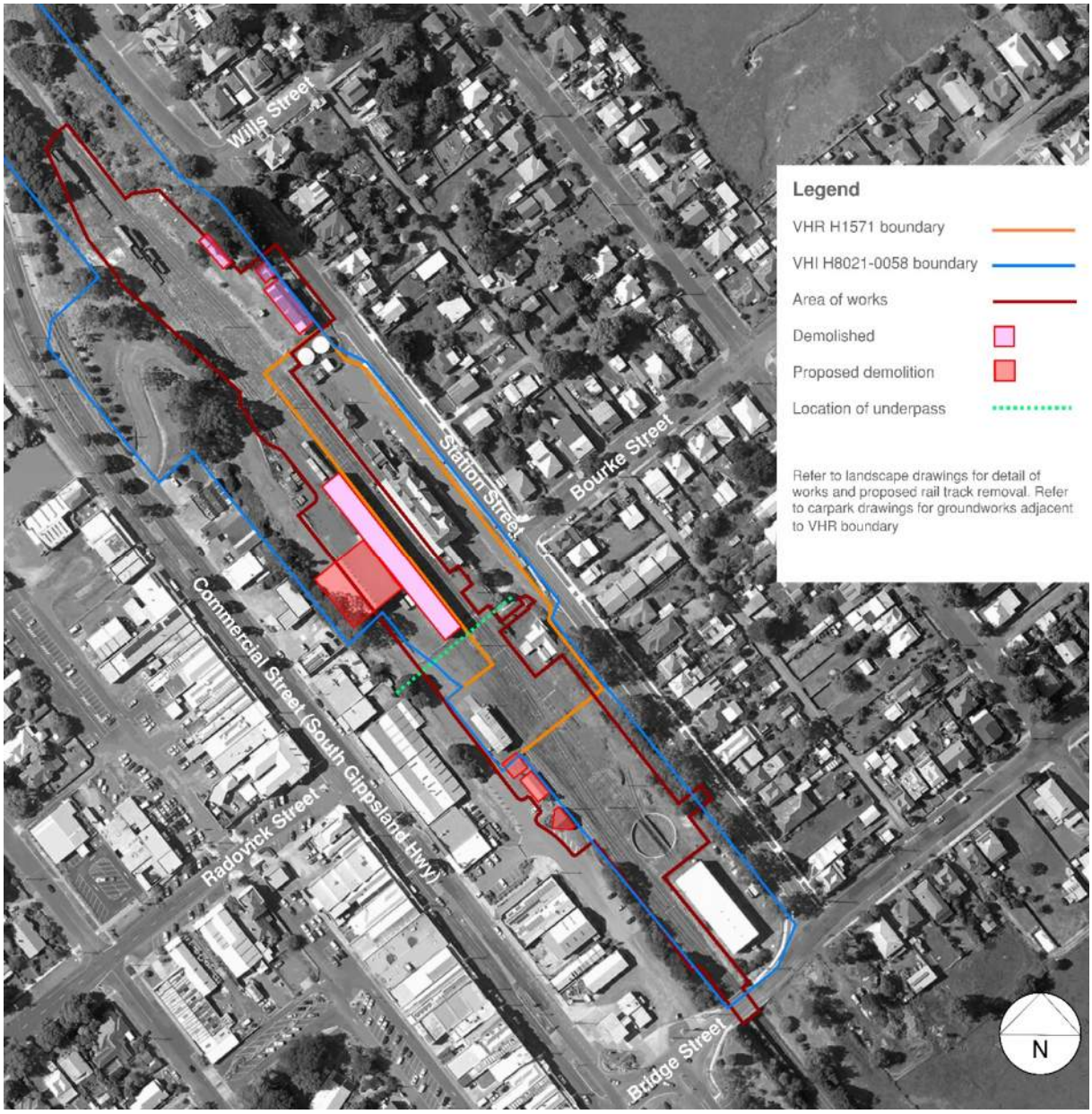

Figure 1.1 Aerial view of Korumburra Railway Station showing the subject site and works area boundary (works area indicated in red in relation to the VHR boundary outlined in orange). The position of the underpass is indicated by the green-dashed line. (Source: 3 Acres with GML overlay)

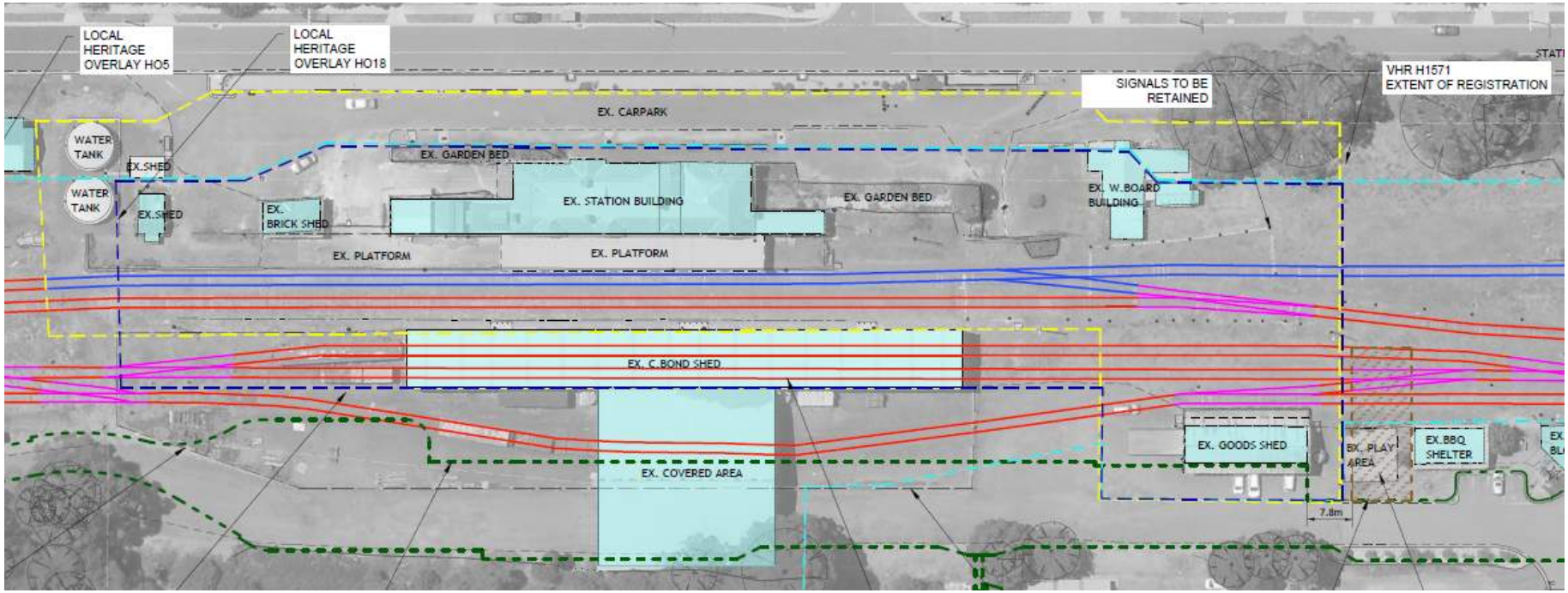

Figure 1.2 Detail from the Korumburra Station Complex Redevelopment demolition plan showing where works intersect with the VHR. The extent of VHR H1571 is outlined in a dashed yellow line. It shows the railway tracks scheduled for retention in situ (blue), for removal (red) and for allocation to heritage and tourist rail groups (pink).

1.3.1 Site and setting

The Korumburra Railway Station Complex comprises the single-storey brick Station Building, brick Van Goods Shed and Platform Store building, railway platform, brick pedestrian subway and corrugated metal Goods Shed.

Photographs were taken by GML on 8 November 2023 unless noted otherwise.

Figure 1.3 View of station buildings and platform looking northwest.

Figure 1.4 View of station buildings and platform looking southeast. (Source: SGSC October 2023)

Figure 1.5 View of corrugated metal Goods Shed looking southwest. A points lever is visible in the foreground.

Figure 1.6 View of the end of the platform looking east. (Source: SGSC, October 2023)

Figure 1.7 View of the Freight Gate looking southeast. (Source: SGSC: October 2023)

Figure 1.8 View from the Freight Gate looking northeast.

Figure 1.9 Arched entrance to underpass on southern side. (Source: SGSC, October 2023)

Figure 1.10 Interior view of the brick pedestrian underpass looking southwest.

Figure 1.11 View towards the station looking northwest.

Figure 1.12 View of the turntable and basin. (Source: SGSC, October 2023)

Figure 1.13 View towards the public recreation area looking south, showing (from L–R) the red brick toilet block, picnic shelter and Goods Shed.

1.4 Heritage controls

1.4.1 Heritage Victoria

Korumburra Railway Station is listed on the VHR as H1571, Korumburra Railway Station Complex, Korumburra (Figure 1.1, Figure 1.2 and Figure 2.1).

Korumburra Railway Station, Korumburra, is included on the VHI as H8021-0058 Korumburra Railway Station Archaeological Precinct.

1.4.2 South Gippsland Shire

Korumburra Railway Station is included twice on the Schedule to the Heritage Overlay of the South Gippsland Shire Planning Scheme: HO18 Korumburra Railway Station Complex and HO5 Korumburra Railway Station Complex (Figure 2.1).

1.4.3 National Trust of Australia (Victoria)

Korumburra Railway Station Complex, Korumburra, is classified by the National Trust (place ID 602092).

1.4.4 National Heritage List

The site is not included on the National Heritage List.

1.5 Methodology

A site inspection was undertaken by GML staff Kim Roberts and Rosalie Mickan on 27 May 2020.

A close analysis of relevant background documents was also undertaken, including:

- the Victorian Heritage Database;
- David Helms Heritage Planning and Management 2008, 'Korumburra Railway Station Heritage Impact Assessment', prepared for SGSC;
- Heine Jones 2014, 'Great Southern Rail Trail Signage Infrastructure', prepared for SGSC;
- Triskel Heritage Pty Ltd 2020, 'Due Diligence (Cultural Heritage): Great Southern Rail Trail, South Gippsland', prepared for SGSC; and
- Triskel Heritage Pty Ltd 2021, 'Historical Archaeological Survey Report: Great Southern Rail Trail, South Gippsland', prepared for SGSC, Heritage Victoria project number 5086.

And project documentation provided by South Gippsland Shire Council as follows:

- 'Korumburra Railway Park Landscape Works' T5 (12.02.24) tender drawings, prepared by 3 Acres Landscape Architecture
- 3A Korumburra RP Landscape Materials Schedule T2
- 'Korumburra Rail Precinct—Civils Korumburra (Concept Revision A, December 2023)' 36 sheets, prepared by SGSC
- 'Korumburra Rail Precinct – Functional Layout Plan_Civil (issued 20 February 2024)
- 'Korumburra Skatepark final concept design report', November 2023, prepared by Convic (Appendix B);
- 23025-Prelim. Proposed concrete stair Korumburra Underpass Korumburra. Structural drawings prepared by David Novak Group P/L dated 16.10.2023

This HIS draws on two earlier reports regarding the subject site conducted by GML (trading as Context) titled 'Korumburra Railway Station Heritage Assessment' (26 August 2020) (Appendix A) and 'Great Southern Rail Trail Consent Application Korumburra Railway Station H8021-0058 Supporting Documentation' (draft report, 18 October 2021).

1.6 Constraints

This HIS covers the VHR area and will be used for the permit application to Heritage Victoria. As the VHI curtilage extends further southwest and northeast from the VHR curtilage, a consent application is required for the works being undertaken outside the VHR area but within the VHI area. A separate consent supporting document has been prepared and submitted to Heritage Victoria by GML to assess the proposed upgrade activities in the Korumburra Railway Station VHI area. It includes consideration of the archaeological values of the place.

Community consultation and the assessment of community associations with the subject site were outside the scope of works.

There is no conservation management plan for the place.

An assessment of impacts on Aboriginal cultural heritage material, Aboriginal places or Aboriginal heritage values was not undertaken as part of this assessment.

1.7 Authorship

This report was prepared by Kristine Slawinski with input from Leah Tepper. It was reviewed by Dr Christina Dyson.

2 Identified cultural heritage values

Korumburra Railway Station Complex is of heritage and archaeological significance to the State of Victoria and to the Shire of South Gippsland. The areas associated with each statutory heritage listing are indicated in the plan below.

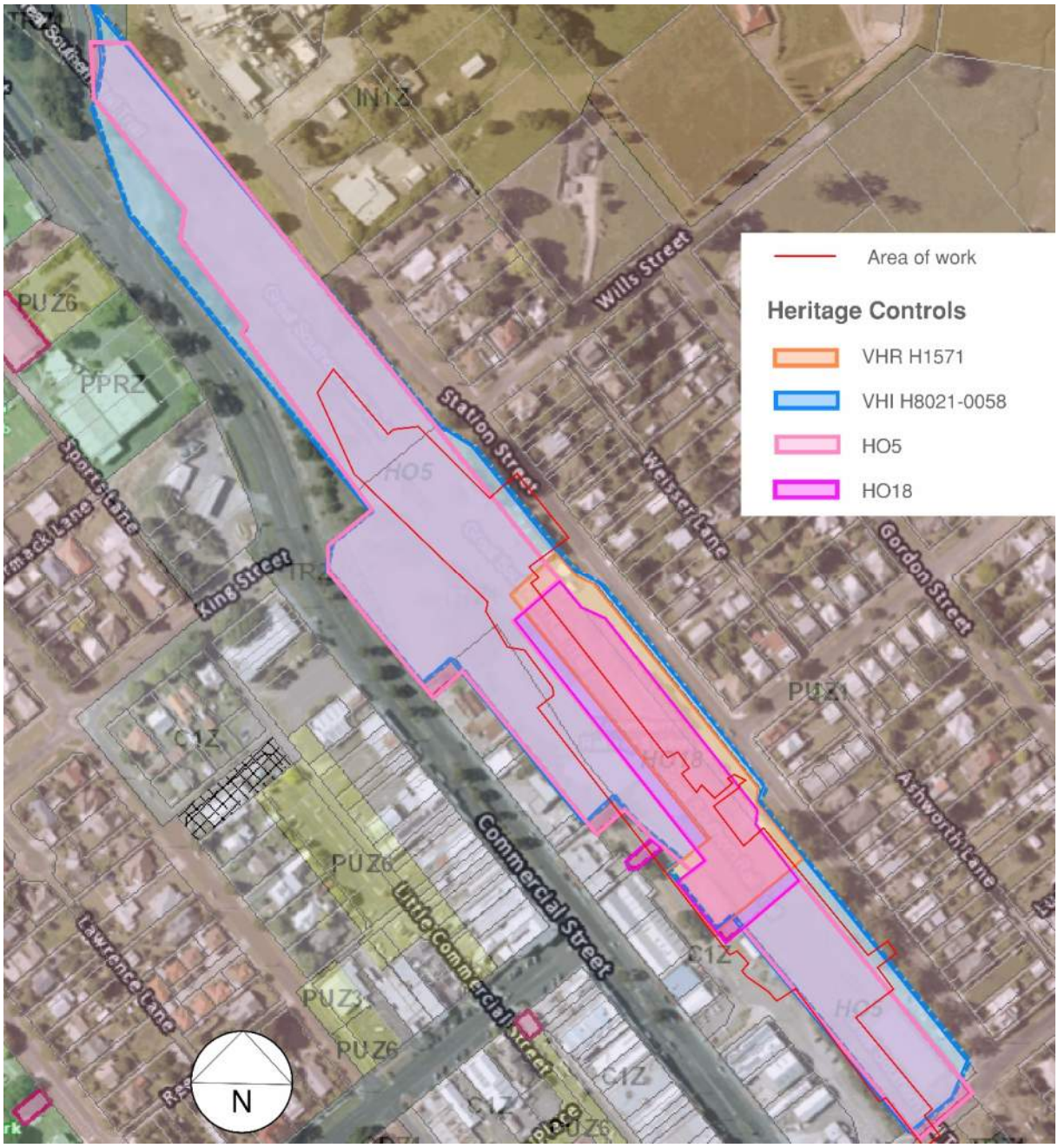

Figure 2.1 Plan showing heritage controls with the red-dashed line indicating the area of works. (VicPlan with GML overlay)

2.1 VHR H1571, Korumburra Railway Station Complex

Korumburra Railway Station is listed on the VHR as H1571, Korumburra Railway Station Complex.

The Statement of Significance for the Korumburra Railway Station Complex (H1571) is as follows:

> **What is significant?**
>
> The Korumburra Railway Station complex was constructed by G Vincent in 1907, on the Melbourne-Port Albert Line, for the Victorian Railways. The complex comprises of a large, predominantly single storey, brick station building with an upper-level residence. The red brick, Queen Anne style building features stuccoed banding, terra cotta tiled hip and gable roof with ridge cresting, dormer windows, cantilevered platform verandah and a pedimented entrance to the lobby. Other structures include the corrugated iron clad Goods Shed, the brick pedestrian subway, and the up side building. While various internal modifications have been made, and several outbuildings have been removed, the station buildings remain largely intact.
>
> **How is it significant?**
>
> The Korumburra Railway Station Complex is historically and architecturally significant to the State of Victoria.
>
> **Why is it significant?**
>
> Korumburra Railway Station is architecturally significant as a rare example of a station building in the Queen Anne style. The Railway Station Complex is historically significant, for its role as a marshalling point for goods trains that faced a steep descent in both directions and as a starting point for branch line services.

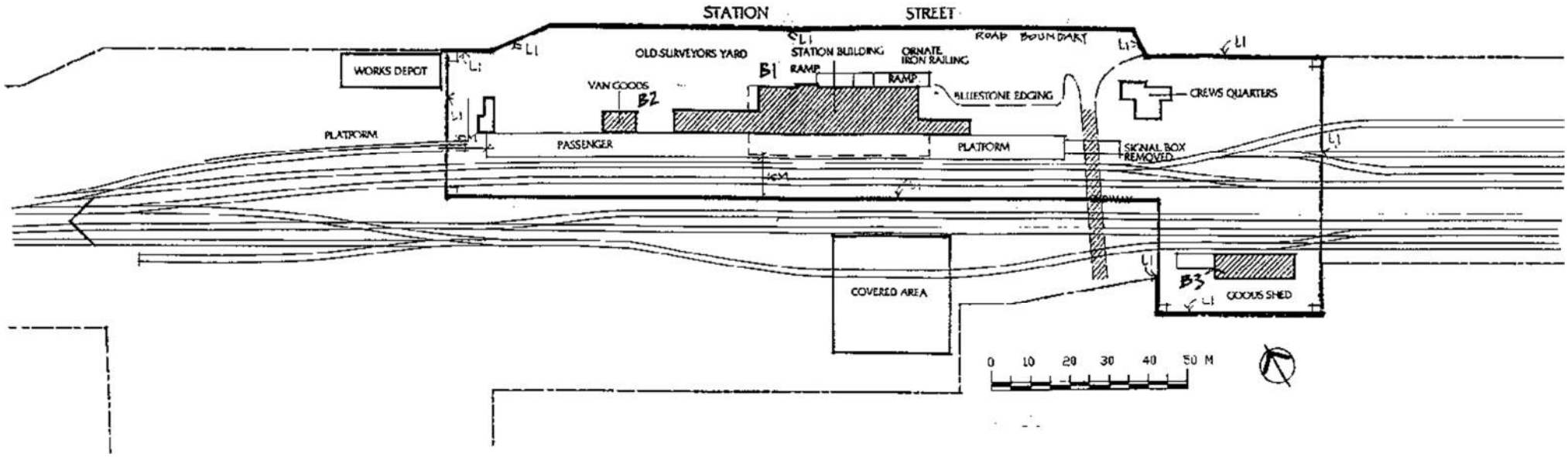

Figure 2.2 Plan of Korumburra Railway Station Precinct, extent of registration (Source: Hermes Database). The brick pedestrian underpass is shown hatched.

The registration extent includes:

- all of the area shown within the dashed line in Figure 2.3, known as the Korumburra Railway Station Complex; and
- all of the items listed here as integral to and located at the place, including the Station Building, Van Goods Shed, platform, Goods Shed, VRI Building (Crews Quarters), and all of the land surrounding the buildings marked L1 on the plan held by the executive director of Heritage Victoria, being part of Crown Land vested in Victorian Rail Track, including part of the associated railway yards and reserve.

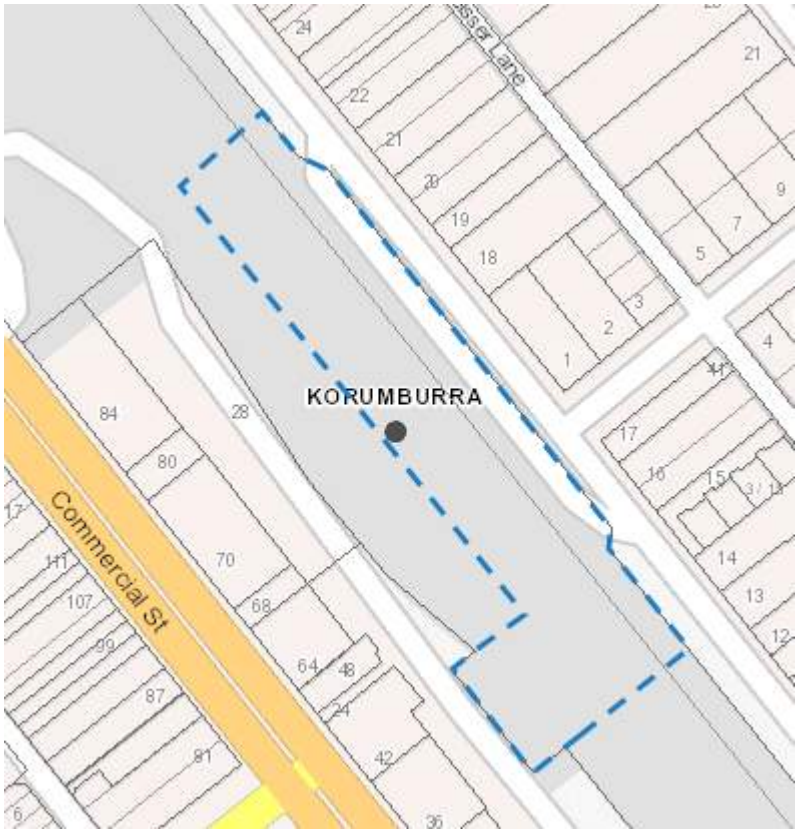

Figure 2.3 Blue-dashed line indicating the boundary of VHR H1571 Korumburra Railway Station, Korumburra. (Source: VicPlan)

2.2 VHI H8021-0058 Korumburra Railway Station Archaeological Precinct

Korumburra Railway Station, Korumburra, is included on the VHI as H8021-0058 Korumburra Railway Station, Korumburra (Figure 2.4).

The archaeological significance is articulated in the VHI as follows:

> This site is associated with the Great Southern Railway which linked Melbourne in the west with Port Albert in the east. An early rudimentary station functioned until the current Queen Anne style station was constructed 1906–1908. The railway station complex has archaeological potential which could provide further information relating to Linking Victorians by Rail (Historical Theme 3.3). This is a rare example of a large intact station complex on the South Gippsland line which also contains features that require further investigation by an archaeologist to interpret.

In 2021 SGSC commissioned Triskel Heritage Pty Ltd to undertake an archaeological investigation, 'Historical Archaeological Survey Report: Great Southern Rail Trail, South

Gippsland' (Triskel Heritage 2021). The subject area was subsequently added to the VHI based on the findings of this report (Heritage Victoria Project Number: 5086).

The VHI area in relation to the VHR area is indicated on the plan below (Figure 2.5). The VHI area is much larger than the VHR area, and its extent includes part of the four-track carriageway, sidings, Station Building and other buildings in the north, and the turntable and Goods Shed in the southeast.

Figure 2.4 VHI extent as shown on the site card for VHI H8021-0058. (Source: Victorian Heritage Database)

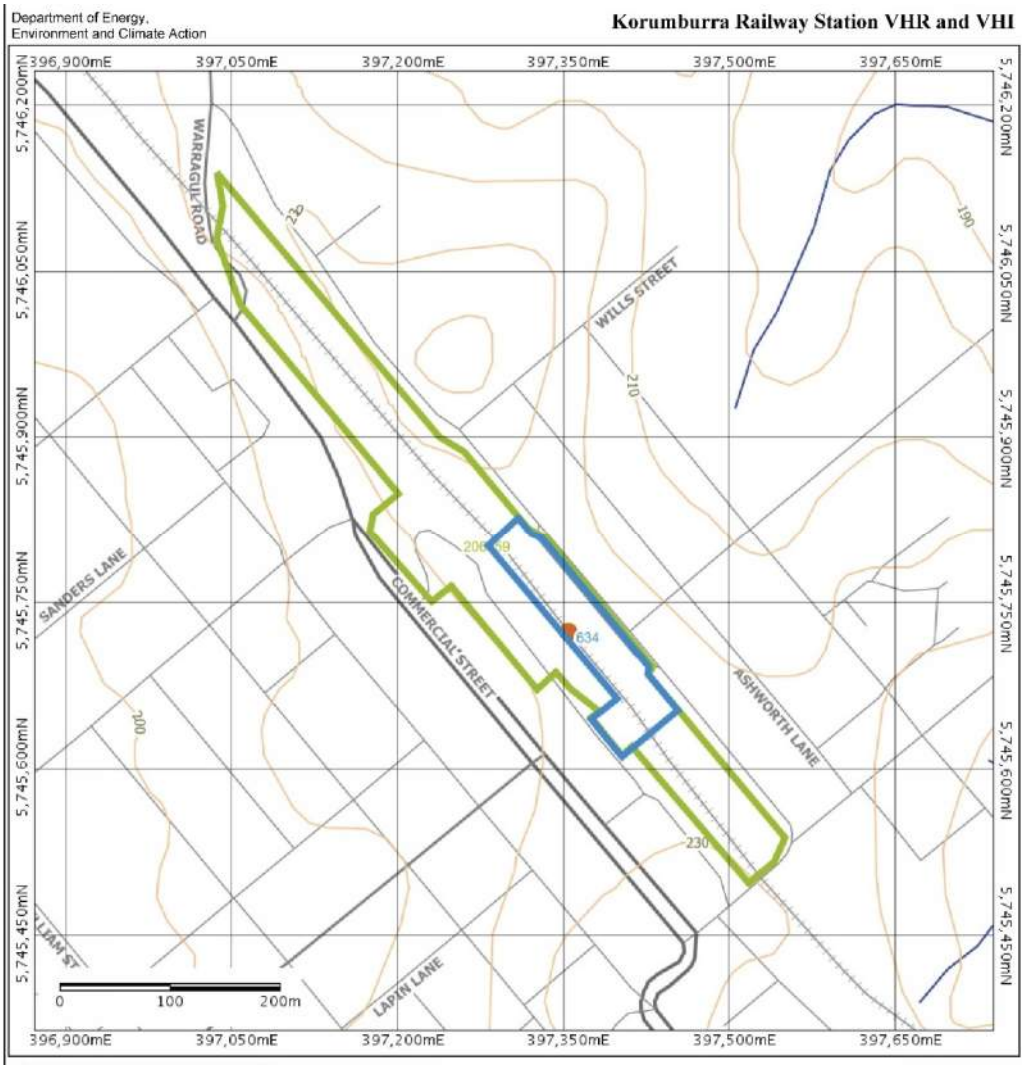

Figure 2.5. VHR area (blue) shown against larger VHI listing (green). A consent application will be required for the VHI area outside of the VHR area. (Source: GeoVic)

2.3 HO5 and HO18 Korumburra Railway Station Complex

Korumburra Railway Station, Korumburra, is included twice on the Schedule to the Heritage Overlay of the South Gippsland Planning Scheme: HO5 and HO18 Korumburra Railway Station Complex (Figure 2.6).

The significance of Korumburra Railway Station Complex is articulated as follows:

What is significant?

The Korumburra Railway Station complex, designed by Charles Norman and constructed by G Vincent in 1906, at Station Street, Korumburra.

Why is it significant?

The Korumburra Railway Station complex is historically and aesthetically significant to the State of Victoria, and is of local social significance to South Gippsland Shire.

It is historically significant as an important element of the Great Southern Railway and for its role as a marshalling point for goods trains that faced steep descents in both directions, as the junction for lines from local coal mines and as the starting point for other branch services. In a local sense, it demonstrates the early significance of Korumburra that, at the time, was the largest and most important town in the Shire. (AHC criteria—A.4 and D.2)

Aesthetically, it is the most outstanding station building and the largest complex in the Shire and demonstrates the importance of Korumburra as the major station on the South Eastern Railway. It is a significant and a rare example of a station building in Queen Anne style. (AHC criterion—E.1 and F.1)

Socially, it played an important role in the development of the Korumburra community and is an important part of the identity of the town. (AHC criterion—G.1)

HO18 applies to the land and buildings within the VHR extent of registration, although it is noted that the boundaries of VHR H1571 and HO18 do not align exactly.

HO5 applies to the remainder of the land within the station reserve, including the sidings, turntable and sheds. The curtilage of HO5 roughly follows the VHI boundary of the site.

Figure 2.6 Curtilage of HO5 and HO18 Korumburra Railway Station Complex, shaded pink. (Source: VicPlan)

2.4 National Trust of Australia (VIC)

Korumburra Railway Station Complex is included on the National Trust of Australia (VIC) register (place ID 602092).

The significance of Korumburra Railway Station Complex articulated in the National Trust of Australia register is identical to the significance articulated in the VHR.

3 History

The railway station at Korumburra opened to the public in February 1891. The Korumburra Hotel held a banquet to celebrate the arrival of the first train to the station. This banquet was attended by leading families in the area, railway contractors and their families, as well as 'Melbourne gentlemen'. The event was seen as a celebration of the development of the region, in which the Korumburra railway station would play a central role (*Great Southern Advocate*, 20 February 1891, p. 2). In the early years of the station's history the trains were largely used to freight coal. Korumburra was connected to surrounding coal branch lines at Loch (1891), Leongatha (1892), Coal Creek (1892), Jumbanna (1894) and Outtrim (1896), expanding on the industry that had been growing since the discovery of coal in 1878 (Victorian Places 2015). The station was also used by passengers and to transport goods. The early station building at Korumburra consisted of very basic 12 x 20-foot Victorian Railways portable timber buildings (Quadratum Architecture 2018) (Figure 3.2). A two track Loco Depot was constructed in c1895 to the southeast of the turntable, roughly where a Colorbond Locomotive Shed is presently sited.

The passenger train from Princes Bridge Station opened on 2 June 1891 and visitors flocked from Melbourne. The *Age* (1891) signified the opening of the passenger train by pronouncing Korumburra as the 'the future Newcastle of Victoria':

> The scenery through which the extension of Korumburra passes is amongst the most beautiful in the colony. Precipitous hills, their outlines almost hidden from view by a dense growth of tall timber and deep gorges, in whose shade the fern trees flourish luxuriantly, meet the eye throughout the journey (*Age*, 4 June 1891 p. 6).

Soon after, weekend day trips from Melbourne to visit the Korumburra mines were being advertised, demonstrating that a trip to Korumburra was not just for business, but for pleasure too. These included a return fare, lunch and dinner (*Argus* 2 June 1891, p. 1).

Figure 3.1 Photomechanical print published by David Syme and Co showing the rail yard and station in 1893. (Source: State Library Victoria: Illustrated Newspaper File, Accession no: IAN01/05/93/20)

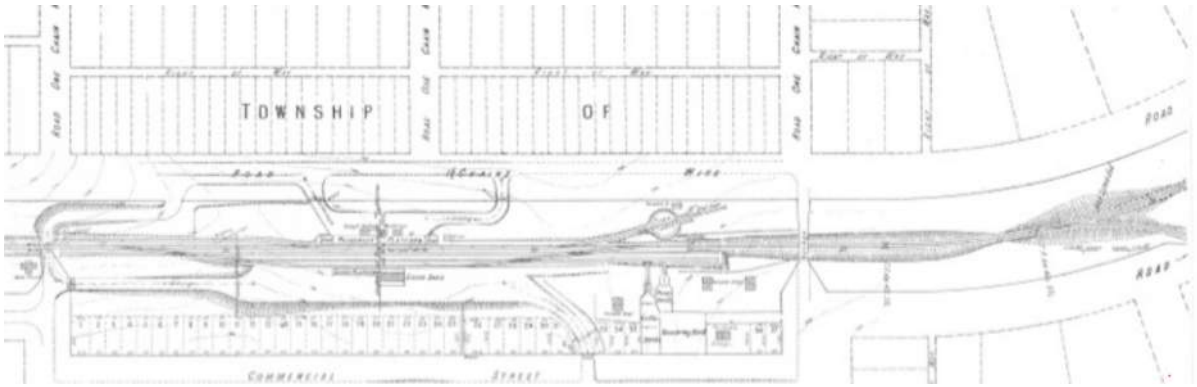

Figure 3.2 Plan showing the layout of the station in 1893. (Source: Quadratum Architecture 2018)

By 1900 a larger, weatherboard building had been constructed at Korumburra Station along with five standard portable buildings along the platform (Figure 3.3). Nearby mines drove business through the town of Korumburra and the rail line transported large quantities of coal. In 1901 the Korumburra Butter Factory opened. The factory, which operated until 1975, manufactured dairy butter and cheese and contributed to the economic livelihood of Korumburra (Victorian Places 2014). As the town developed and population grew, there was increased demand from local residents for the construction of a new station building fit for the heavy traffic and usage that the site facilitated (Context 2006, p. 42). In response to agitation for new station facilities, Victorian Railway officials visited Korumburra Station in 1899 and estimated that the construction of a new station would cost £10,000. The officials proposed an alternative location for the station, closer to the Melbourne end of the platform and on the Station Street side of the railway corridor (Context 2006).

The construction of the current Queen Anne style Korumburra Railway Station Complex, designed by Charles Norman, began in 1906. The station was completed in 1908 and is characterised by its terracotta tiled roof, red brick and rendered bands (Figure 3.4). The fine architectural detailing and materials reflected the importance of Korumburra at the time as a major station on the Great Southern Railway (Victorian Heritage Database 2020). The underpass appears to have been constructed around the same time as the station, enabling pedestrian access to the busy station from Commercial Street. Improvements to the station contributed to the development of the town and its elevated status at the turn of the century (Context 2006, p. 42). The *Argus* (30 June 1908, p. 8) called the building a 'superstructure' and reported that it cost £5000–6000 to complete.

Figure 3.3 Korumburra Railway Station before the construction of the new station building, 1891–1900. (Source SLV Accession no: H28755/32)

Figure 3.4 Korumburra Railway Station in 1910. (Source: SLV Accession no: H84.233/184)

Korumburra gradually grew during the interwar period, including the commencement of higher elementary school classes in 1920 and establishment of a bush nursing hospital in 1930.

In the 1950s several lines connecting Korumburra to other stations were closed, including Korumburra–Outtrim (1951), Korumburra–Jumbunna (1953) and Korumburra–Coal Creek (1959). This coincided with a period of decline of industry in the area. Dairy production declined in Korumburra from the 1960s, culminating in the closure of the Korumburra Butter Factory in 1975 (Context 2006, p.42). The last V/Line passenger rail services passed through Korumburra on 24 July 1993.

The South Gippsland rail line was transferred to the South Gippsland Tourist Railway in 1994. The South Gippsland Tourist Railway was the first tourist railway operator to lease an operating line in Victoria, taking over full responsibility for the management and maintenance of a 41-kilometre section of the track between Nyora and Leongatha. The Tourist Railway operated until 2016 and was mostly run by the volunteer group South Gippsland Tourist Rail. Korumburra is known today as the 'Heritage Centre of South Gippsland' and is an important service centre for the surrounding prosperous farming area.

Figure 3.5 Korumburra Railway Station, facing south (undated). (Source: PROV VPRS 12903/P0001, 033/06)

Figure 3.6 Korumburra Railway Station looking west (undated). (Source: SLV Accession No: H90.141/42)

A review of documentary sources identified a number of station features (Context 2006, p. 43). In particular, aerial photographs taken in 1952 of the locomotive service area north of the line on the downside of the passenger platform reveal an array of engine sheds, ashpits, coal stages, water tanks and other unidentified structures associated with a locomotive turntable. Historical Victorian Railway plans 205 (1907), 225 (1907), 233 (1895) and 235 (1905), together with signalling diagram 15 (dated 1939), among many other plans of Korumburra that have survived in the Victorian Railway archives, give an account of the development of this part of the station's yard over time and allow the functions of particular tracks and structures to be identified (Context 2006, p. 43). Plan 235 (1905) also shows a range of buildings to the north of the turntable, and a Victorian Railways 1915 plan shows a coal stage just to the north of the turntable (Figure 3.7).

At the upside of these, a urinal is located and adjacent to this is a pit labelled 'cess WS valve' (Context 2006, p. 43).

In 2023, the turntable structure was removed and taken to the Yarra Valley Railway. The pit that held the turntable remains in situ (*Sentinel Times*, 9 June 2023).

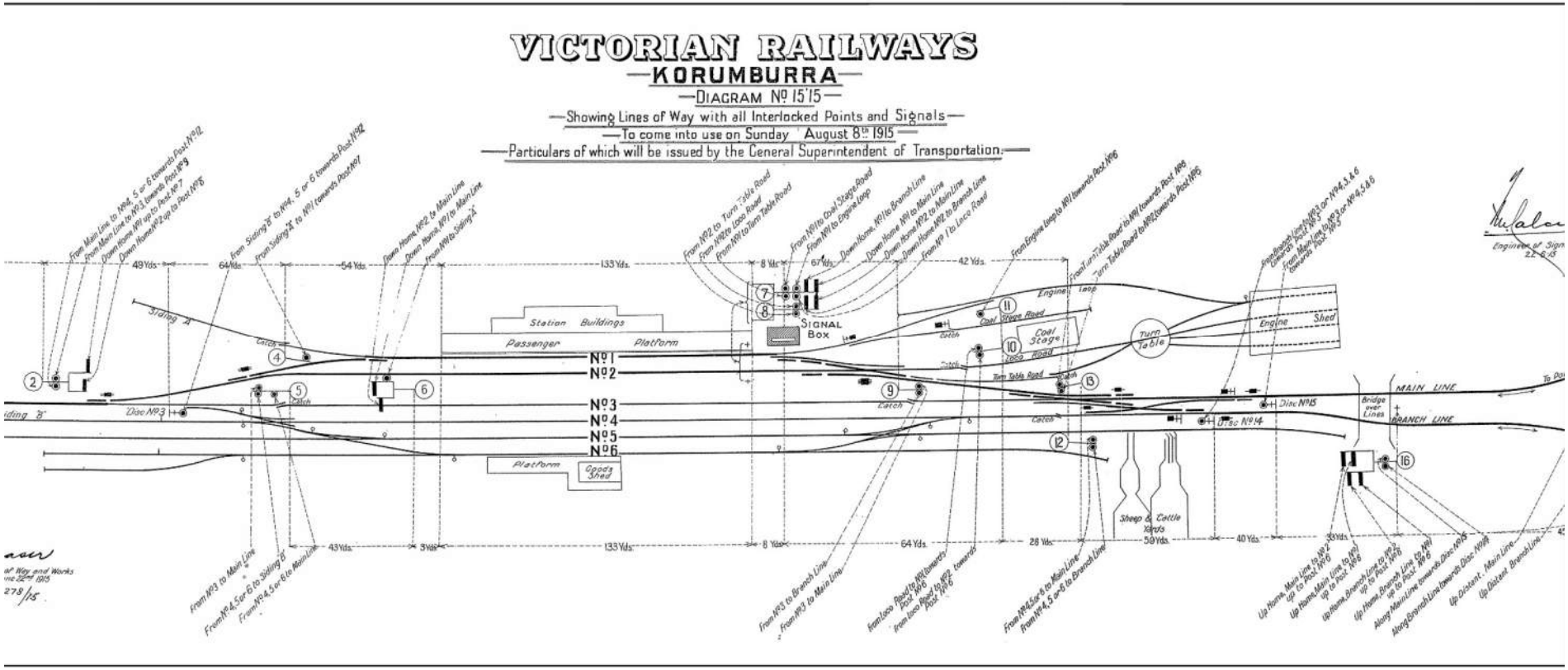

Figure 3.7 1915 diagram showing locations of some railway structures. (Source: Victorian Railways)

4 Analysis of significance

This analysis of significance was developed as part of the 'Korumburra Railway Station Heritage Assessment' prepared by GML (formerly Context) for the SGSC on 26 August 2020. This full report is included as Appendix A to this HIS.

As indicated in the Statement of Significance, the heritage values of the place relate to the use and design of the complex as a major rail station that experienced its key development period between the late nineteenth and early twentieth centuries (1891–c1912). The assemblage of structures and railway infrastructure reflect the growth of Korumburra as a central station for the transportation of coal. The building's fine architectural design and rare use of the Queen Anne style applied to railway station architecture reflect the prosperity of Korumburra at the time of its development.

Preliminary research indicates that there are potential archaeological deposits associated with all remnant structures, such as the Station Building, turntable, Way and Works Depot and Goods Shed, as well as portable and weatherboard buildings. These deposits may be relating to discard associated with the construction and ongoing use of these buildings. Remains of removed greasing and inspection pits, coal stages, stores and water tanks may be present in the form of footings, filled-in pits or building materials.

4.1 What needs to be conserved?

The 2020 'Korumburra Railway Station Heritage Assessment' identified the following attributes as worthy of conservation:

- The visual prominence of the railway station, its raised platform and associated elements of high and moderate significance as viewed from the public realm on either side of the railway should be conserved. It is important to maintain views of the Station Building and to preserve the open spatial character of the railway corridor and the linear views along it. Development within and adjacent to the railway corridor should maintain a low profile to conserve and enhance the landmark quality of the station.
- Where possible, representative sections of tracks and rail infrastructure should be retained insofar that they can be securely maintained without impinging on public safety. Where retention of these features is impractical, attempts should be made to re-use them elsewhere and interpret them on-site to enhance visitors' understanding of the historical layout and use of the place.
- It is noted that the Way and Works Depot, although situated outside the VHR and Heritage Overlay boundaries, was previously noted as contributing to the heritage significance, but it has since been demolished by former railway operator VicTrack.

- The landscaping and vegetation along either side of the railway corridor, including open grassed areas and densely vegetated areas, should be conserved. The trees to the northeast of the station building have not been assessed for their heritage values but should be considered for their landscape value in future plans for the site.

It is noted that a recent package of works has been carried out by VicTrack under the guidance of a heritage consultant and architect. These works are outside the scope of this project. They included the demolition of the Way and Works Depot and Plumber Store and also included conservation and upgrade works to the Station Building, and the removal of the locomotive turntable bridge and mechanism.

4.2 Relative significance

Understanding the cultural heritage significance of a place and its components is a critical step in establishing levels of tolerance to change for individual components. These in turn inform the opportunities and constraints that guide the future management of the place.

On the basis of the history and site analysis, and the established significance of the place as presented in this report, elements of the place can be divided into the following significance categories:

1. **High cultural significance:** elements of high significance that play a crucial role in supporting the significance of the place.
2. **Moderate cultural significance:** elements of lesser cultural significance that play a moderate role in supporting the significance of the place.
3. **Low cultural significance:** elements that retain only minor significance that may play a minor role in supporting the significance of the place.
4. **No significance:** elements that have no significance, some of which may be considered intrusive (that is, they obscure rather than support the significance of the place).

External visual inspections were carried out from the ground. No internal inspections were undertaken.

4.3 Tolerance for change

Once the relative significance of the elements of the place has been established, tolerance for change is used to identify the extent to which the heritage values and the significance of the place and its key attributes are able to tolerate change without the change adversely impacting the nature or degree of the place's heritage values or

significance. 'Change' in this context refers generally to development, major works, new uses, adaptive re-use or conservation works. It does not refer to maintenance.

The tolerance for change levels used in this report (Table 4.1) are tied directly to the established relative significance rankings.

Table 4.1 Relative significance rankings (gradings) and tolerance for change levels.

Grading	Explanatory notes	Tolerance for change
High	Core elements of the site which make a fundamental or strong contribution to the site's overall significance and which provide evidence of historical and functional relationships. These may include elements that have undergone alterations of the type that do not obscure significance.	Limited
Moderate	High degree of original fabric. Demonstrates a key element of the item's/place's significance. [Previous] alterations do not detract from significance.	Some
Low	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the place.	Some
No significance	Altered or added elements which adversely impact upon the site's heritage significance. Damaging to the place's significance.	High

(Source: Context 2020)

4.4 Assigning significance and tolerance for change

Figure 4.1 sets out the significance grading assigned to different elements of the site and the corresponding tolerance for change.

4.4.1 Overall site

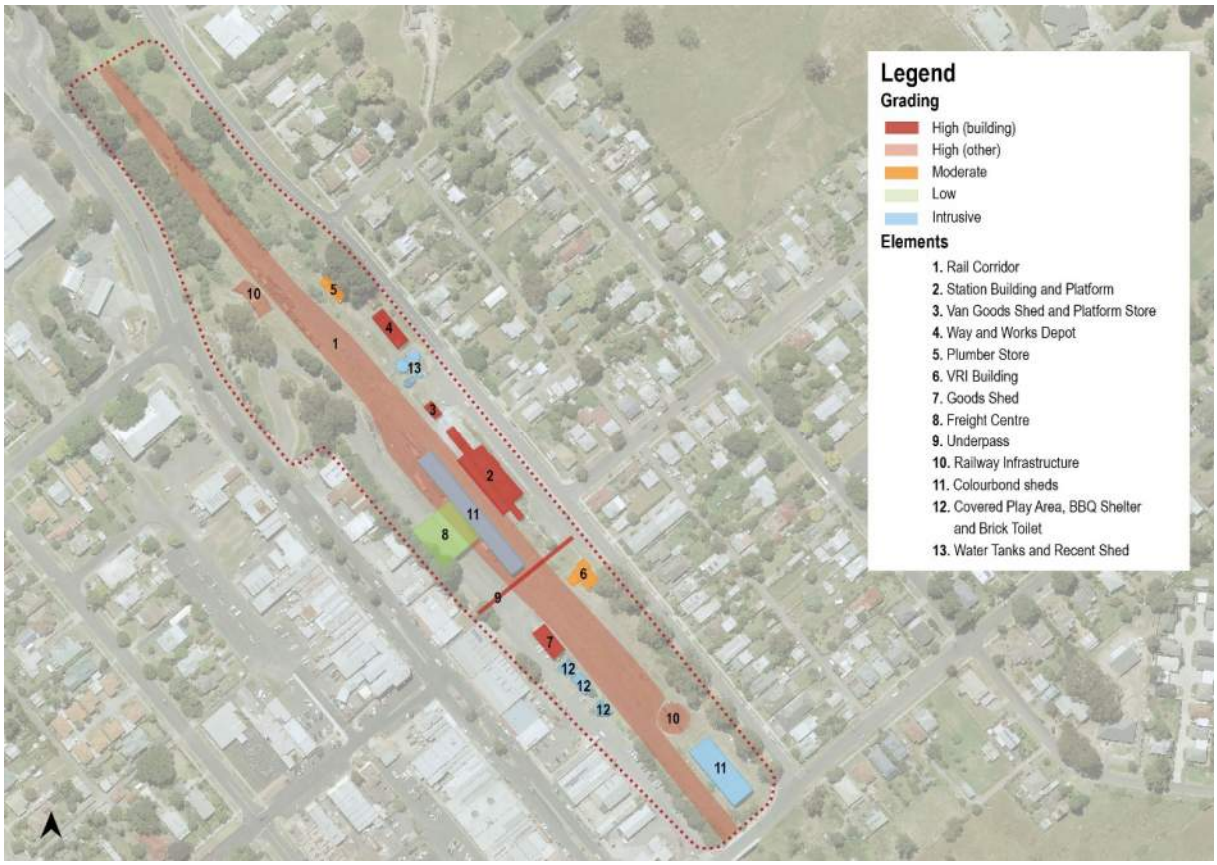

Figure 4.1 Plan showing relative levels of significance and heritage significance. The red-dashed line indicates the boundary of the study area. Note buildings 4 and 5 to the north have since been removed by VicTrack. The Colorbond shed (building marked as 11 in the centre of the plan) has also been removed. The other building marked 11 to the southeast of the site remains and is now leased by the 'Mens Shed'.

Table 4.2 Tolerance for change.

Element	Level of significance	Tolerance for change	Explanation
Rail corridor	High	Limited	Retain the open landscape character of and views along the railway corridor. Evidence suggests the site and track layout have been subject to change throughout their history, so the removal of some track and rail infrastructure is unlikely to harm the overall significance of the place. The provision of on-site interpretation of the former extent of train tracks and the layout of the station complex to illustrate its historical scale, importance and functioning is encouraged. In order to protect the cultural heritage significance of the rail corridor, it is important that the views and setting should be considered in the design of built elements, including the skatepark and the reloated picnic shelter.
Station Building	High	Limited	The Station Building is a key component of the Korumburra Railway Station Complex. It is integral to the heritage values, significance and current and future understandings of the place. Limited physical change is possible due to the heritage significance of the Station Building, but sympathetic adaptive re-use of the building is encouraged to aid its long-term conservation. No change to the Station Building is proposed by the project however views to and from the Station Building and its setting should be considered.
Van Goods Shed and Platform Store	High	Limited	The Van Goods Shed and Platform Store are important components of the Korumburra Railway Station Complex. They contribute to and support the heritage values, significance and current and future understandings of the place. Limited physical change is possible due to the heritage significance of these elements, but sympathetic adaptive re-use is encouraged to aid their long-term conservation. No change to the Van Goods Shed and Platform Store is proposed by the project; however, its views and setting should be considered.
VRI Building	Moderate	Some	Some level of physical change to the VRI Building is possible, but sympathetic adaptive re-use is encouraged to aid its long-term conservation, given its supporting role in the heritage context. No changes to this building are proposed as part of this project.

Element	Level of significance	Tolerance for change	Explanation
Goods Shed	High	Limited	The Goods Shed is an important component of the Korumburra Railway Station Complex. It contributes to and supports the heritage values, significance and the current and future understanding of the place. There is scope to move the Goods Shed to its original location. Limited physical change is possible due to the heritage significance of this element, but sympathetic adaptive re-use is encouraged to aid its long-term conservation. Although no physical changes to the fabric of the Goods Shed are proposed as part of this project, the impact of works on its views and setting should be considered. This project proposes to locate the skatepark in the open area in front of the Goods Shed. In order to protect the cultural heritage significance of the Goods Shed, it is important that its views and setting should be considered in the design of the skatepark.
Freight Gate (open area)	Low	Potential	There is scope to modify or remove this element. The roof to this structure has been removed as a maintenance activity due to safety issues identified by SGSC. There is scope to modify or remove the asphalt-surfaced open area on the southwestern side of the railway corridor.
Underpass	High	Limited	Limited physical change is possible to the western end of the tunnel, but there is scope to modify the underpass opening and the section of the tunnel to the east. Maintenance work is proposed to the underpass.

Element	Level of significance	Tolerance for change	Explanation
Railway infrastructure (tracks, sleepers, points levers, the wrought lattice signal, the turn table and early carriages)	High	Some	There is scope to remove some of the railway infrastructure. Removed fabric should be stored at an appropriate off-site location where it can be maintained and accessed by the public or salvaged and re-used in interpretation devices on-site. An adequate sample of railway infrastructure (such as points levers, signals and railway tracks) should be retained in situ. The retention of the railway tracks closest to the railway station platform and leading to the turntable is of particular importance. Retention of these sections of track would support the legibility of the site's former use and function. Undertake an audit of railway infrastructure across the site to determine the best approach. Consultation with local rail interest groups may be advisable in this regard. The provision of on-site interpretation of the former function, extent and operation of railway infrastructure is encouraged to mitigate the loss of original fabric.
Colorbond Locomotive and Carriage Sheds	Intrusive	Potential	In line with the previous assessment of the Colorbond Locomotive and Carriage Sheds as an intrusive element, this building has recently been demolished.
Covered play area, BBQ shelter and the brick toilet	Intrusive	Potential	These elements are outside the VHR and Heritage Overlay boundaries but may impact on views. There is scope to modify or remove these elements. The proposal is to relocate or replace these elements.
Water tanks and the recent shed (northeast of the Station Building)	Intrusive	Potential	There is scope to modify or remove this element. There is no work proposed for these elements.

5 Assessment of archaeological potential

This section discusses the Korumburra Railway Station Complex's potential to contain historical archaeological material. This assessment is based on consideration of the current site conditions and an examination of historical information related to the its development and use, including evidence of demolition or construction activities that may have disturbed the archaeological remains associated with its many features and activities.

The term 'archaeological potential' is defined as the likelihood that a site may contain physical evidence related to an earlier phase of activity, occupation or development.

5.1 Archaeological potential of the Korumburra Railway Station Complex (VHR H1571 and VHI H8021-0058)

There are potential archaeological deposits associated with all remnant structures of the Korumburra Railway Station Complex, such as the Station Building, turntable, Way and Works Depot and Goods Shed. These deposits relate to discard associated with the construction and ongoing use of these buildings. Portable buildings and weatherboard buildings were documented as being on the site. These buildings were ephemeral and/or lightweight in nature and built on the platform, so foundations are unlikely to remain. However, dispersed subsurface deposits relating to these buildings may be present.

Remains of removed greasing and inspection pits, coal stages, stores and water tanks may be present in the form of footings, filled-in pits or building materials, particularly in the southeastern extent of the study area in the VHI extent (Context 2006, p. 43).

Ongoing maintenance works to the railway track would have likely been undertaken until the closure of the line in 2016. These works would have included the removal, re-ballasting, re-levelling or, renewal or replacement of rail tracks and replacement of railway tracks and sleepers. Therefore it is unlikely that archaeological deposits remain in the railway track formation as they would have been removed by maintenance works over the years.

5.2 Assessment of archaeological significance

5.2.1 Victorian Heritage Council heritage assessment criteria

Assessments of cultural significance endeavour to identify the heritage values that a place may embody. The Victorian Heritage Council has adopted a number of assessment criteria to assist heritage practitioners in this regard:

- Criterion A—Importance to the course, or pattern, of Victoria's cultural history.
- Criterion B—Possession of uncommon, rare or endangered aspects of Victoria's cultural history.
- Criterion C—Potential to yield information that will contribute to an understanding of Victoria's cultural history.
- Criterion D—Importance in demonstrating the principal characteristics of a class of cultural and natural places and objects.
- Criterion E—Importance in exhibiting particular aesthetic characteristics.
- Criterion F—Importance in demonstrating a high degree of creative or technical achievement at a particular period.
- Criterion G—Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.
- Criterion H—Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

The heritage value of archaeological relics is difficult to assess when the extent and nature of an archaeological feature is unknown, as is the case with the current site. It becomes necessary for judgements to be formulated on the basis of expected or potential attributes. The element of judgement can be enhanced by research, as has been carried out in the current study.

Where archaeological relics are found to embody significant heritage values, it is usually because they have satisfied Criterion C above (although archaeological sites and artefacts may also satisfy other criteria).

A primary objective of any proposed excavation is to establish whether the surviving relics of a site are in situ and extensive enough to be useful for future archaeological, historical, and wider social or scientific research.

5.2.2 Previous significance assessments

The Statement of Significance for the Korumburra Railway Station is taken from the Victorian Heritage Database (2021) and is as follows:

This site is associated with the Great Southern Railway which linked Melbourne in the west with Port Albert in the east. An early rudimentary station functioned until the current Queen Anne style station was constructed 1906–1908. The railway station complex has archaeological potential which could provide further information relating to Linking Victorians by Rail (Historical Theme 3.3). This is a rare example of a large intact station complex on the South Gippsland line which also contains features that require further investigation by an archaeologist to interpret.

5.2.3 Significance of the potential archaeological resource

The Korumburra Railway Station Complex is remarkably intact, with the vast majority of its infrastructure still remnant. Archaeological deposits demonstrating the construction and continued use of the station building, turntable, Way and Works Depot and Goods Shed may be present. These deposits would be of high to moderate archaeological significance. Evidence of other buildings that have since been removed (such as the Loco Depot, and portable and weatherboard buildings) on the platform may be present, showing the development of the station complex.

Korumburra Railway Station is significant for its ability to demonstrate, through its archaeological resources, the expansion of Victoria's railways as part of the *Railway Construction Act 1884* and the construction and use of railways in Victoria.

5.3 Research design

As noted above, the Korumburra Railway Station Complex is significant for its ability to provide further information relating to the development and expansion of the railway system in Victoria. This site has the potential to provide new information about the construction of the South Gippsland rail line and its role in the settlement and development of the Gippsland area. The potential archaeological resource of the site could also supplement data available from other sources.

The value of the site as a research resource will depend on the nature of its in situ artefacts. The degree of significance will be dependent on the nature, extent and research investigations of these artefacts.

Description

- What is the nature of the archaeological fabric of the site?
- What is the nature of archaeological deposits at the site?
- Which natural and cultural taphonomic processes have contributed to the archaeological site and its associated deposits?
- Which stratigraphic sequences are represented at the site?
- Which areas of the station complex were developed first?

Analysis

- How many artefact fragments were recovered from the excavation of the site?
- Are there particular concentrations of artefacts within these areas?
- What types and quantities of major artefact groups were recovered?
- Which similar sites have been investigated within the local or broader context?

Interpretation

- How did environmental factors influence the routes chosen?
- What do the artefacts reveal about the daily lives of the of Victorian rail workers?
- What can the artefacts tell us about those using the railway?
- What can the artefacts tell us about differences between the use of the railway by passengers and for goods?
- What can the artefacts tell us about the construction of the railway?

6 Proposal and reasons for the activity

6.1 Summary of proposed works

The proposed works include the creation of a rail trail through the site, incorporating hard and soft landscaping, pathways, ramps to the station platform and a skatepark in front of the Goods Shed, and the upgrade of the carpark to the south and construction of public recreation facilities at the southeast end of the rail corridor. Figure 6.1 shows the proposed works area in relation to the VHR boundary.

This section provides a summary of the proposed works within the VHR boundary of H1571, as well as works in the areas immediately adjacent, which are as follows:

- the GSRT extension and development of the rail corridor within the boundary of VHR H1571 including pathways, ramps to the station platform and hard and soft landscaping;
- the construction of a skatepark;
- the extension and upgrade of the existing carpark that is adjacent to VHR H1571; and
- the construction of the public recreation facilities adjacent to VHR H1571.

The summary of the proposed works is based on a review of the following documents, which are included in Appendix B of this report:

- 'Korumburra Railway Park Landscape Works' (T5 issue, 12 February 2024) prepared by 3 Acres Landscape Architecture for SGSC:
    - L000 Cover sheet
    - L001 Key plan
    - L002 Fencing Plan
    - L101–L105 Existing conditions plans
    - L201–L205 Demolition plans
    - L301–L305 Surface treatment plans
    - L401–L405 Upper carpark plans
    - L501–L505 Planting plans
    - L701–L706 Landscape details
    - L801–L803 Play details and bridge detail
    - L804–L805 Platform access
    - 3A_Korumburra RP_Landscape materials schedule_T2
    - 'Korumburra Rail Precinct—Civils Korumburra (Concept Revision A, December 2023)' 36 sheets prepared by SGSC:
    - 40-2034/1–40-2034/36 Existing conditions, detail plans, setout plans, sections
- 'Korumburra Skatepark final concept design report', dated November 2023, prepared by Convic (14 pages).

6.2 Options considered

6.2.1 Alternative options

The development of the proposed concept and design was informed by iterative heritage and design advice. Options considered included positioning the skatepark outside the area of the VHR; however, this was rejected due to feedback relating to safety, usability and size. The preferred location is in front of the corrugated metal Goods Shed as indicated on the landscape plans.

The removal of rail was carefully considered to balance the retention of significant fabric with the requirement to provide public recreation facilities and to consider occupational health and safety issues related to trip hazards and safety around redundant infrastructure.

6.2.2 Do nothing option

The option of leaving the place as it is and doing nothing was not considered viable. The negative outcomes of this option include a lack of public amenity, trip hazards and safety issues relating to the security of unoccupied places.

6.3 Project stages and timing

The timing of the project is driven by project funding. The project is jointly funded by the Federal Government through the Building Better Regions Fund and the Victorian Government through the Regional Infrastructure Fund. The available funding is contingent on the project being completed in a timely manner; works must be completed by 31 December 2024 or funding may be withdrawn. SGSC will be in a position to commence works immediately upon the receipt of heritage permits.

A summary of project stages can be provided by SGSC.

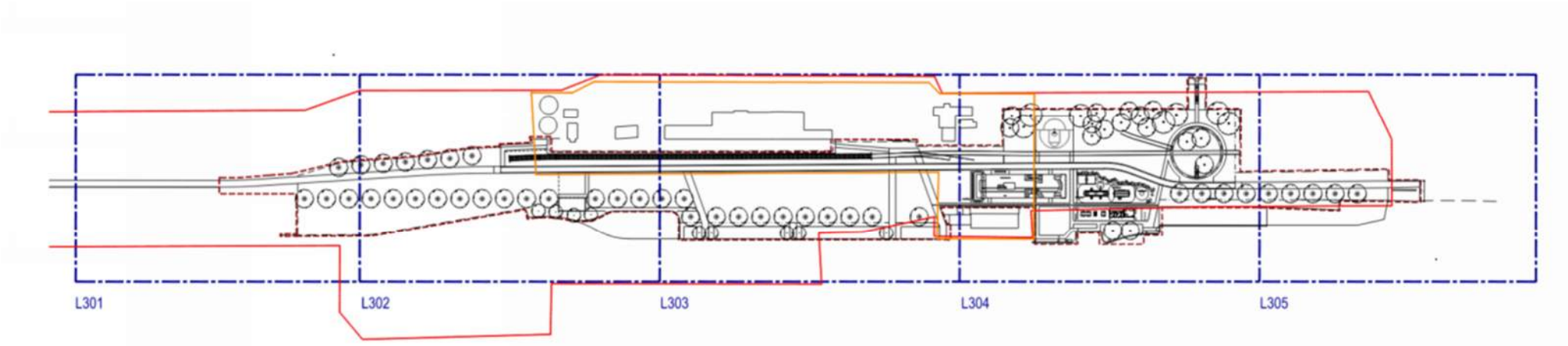

Figure 6.1 Site plan showing the proposed works area in relation to the VHR boundary (indicated in orange) and VHI boundary (indicated in red). (Source: 3 Acres and SGSC)

6.4 GSRT extension

Reasons for activity

A proposal has been made to incorporate the Korumburra Railway Station rail corridor into the GSRT, a 108-kilometre shared path that runs from Nyora to Port Welshpool and is currently being extended through to Alberton, following the former rail line. An objective of the GSRT project is to activate the former rail corridor and provide accessible community recreation infrastructure. Modification works would be made within the Korumburra Railway Station Complex corridor to make it safe and useable. This project would promote tourism in the South Gippsland and support the ongoing sustainability of towns on the former Great Southern Railway line.

Proposed works

Our understanding is that proposed works to the Korumburra Railway Station Complex within the area of the VHR boundary include:

- construction of the GSRT extension, consisting of a 3-metre wide asphalt path with plain concrete edge strips along the alignment of the existing rail trail on top of existing ballast material;
- several connecting footpaths of exposed aggregate coloured concrete;
- partial removal of railway tracks as outlined in drawings L201–L205 (T2);
- retention and modification of sections of rail with compacted gravel infill;
- installation of fencing;
- soft landscaping works within the railway corridor including garden beds, tree planting and grassed areas;
- construction of new ramped pedestrian access paths to either end of the station platform;
- installation of bike racks to east of Goods Shed;
- construction of a skatepark facility in front of the Goods Shed;
- installation of landscape furniture (ie seating);
- footpath re-surfacing in the underpass, as well as lighting, gutter and downpipe repair, and the grading of ramps to create *Disability Discrimination Act 1992* (DDA) compliant access;
- removal of the tree at the entrance to the Commercial Street tunnel, and repair and repointing of brickwork;
- installation of low-level bollard lighting within the vicinity of the station; and
- installation of construction fencing (wire mesh type) at perimeter locations and safety fencing above the tunnel.

Additional works to the Korumburra Railway Station Complex are located outside the VHR boundary and have the potential to impact views and vistas. The assessment of the impacts of these proposed works against potential archaeological features and deposits are discussed separately in the Consent Supporting Documents as they are to occur within the VHI boundary.

These works include the:

- demolition of two non-significant Colorbond sheds (the Freight Gate, as well as the Colorbond sheds which have already been removed);
- demolition of an existing play area;
- continuation of pathways and the rail trail (comprising asphalt with concrete edge strips, and exposed aggregate concrete), as well as hard and soft landscaping, wayfinding and signage;
- creation of a carpark and new asphalt surfacing, kerb and path realignment;
- construction of a stairway to provide access from the carpark;
- construction of a multi-purpose court;
- construction of a playground;
- construction of a picnic shelter and public amenities; and

Figure 6.2 Existing conditions shown in an aerial view looking northwest. (Source: SGSC 2023)

Figure 6.3 Visualisation of the proposed design shown in an aerial view looking northwest. Note this visualisation shows the skatepark in the previous location; the proposed location is now in front of the Goods Shed, indicated with red oval(refer to Figure 6.8). (Source: SGSC 2023)

Figure 6.4 Existing conditions shown in an aerial view looking southeast. (Source: SGSC 2023)

Figure 6.5 Visualisation of proposed design shown in an aerial view looking southeast. Note this visualisation shows the skatepark in the previous location; the proposed location is now in front of the Goods Shed, indicated with red oval(refer to Figure 6.8). (Source: SGSC 2023)

Figure 6.6 Existing conditions shown in a view looking northwest towards the Goods Shed. (Source: SGSC 2023)

Figure 6.7 Visualisation of proposed design shown in a view looking northwest towards the Goods Shed. Note this visualisation shows the skatepark in the previous location; the proposed location is now in front of the Goods Shed, indicated with red oval (refer to Figure 6.8). (Source: SGSC 2023)

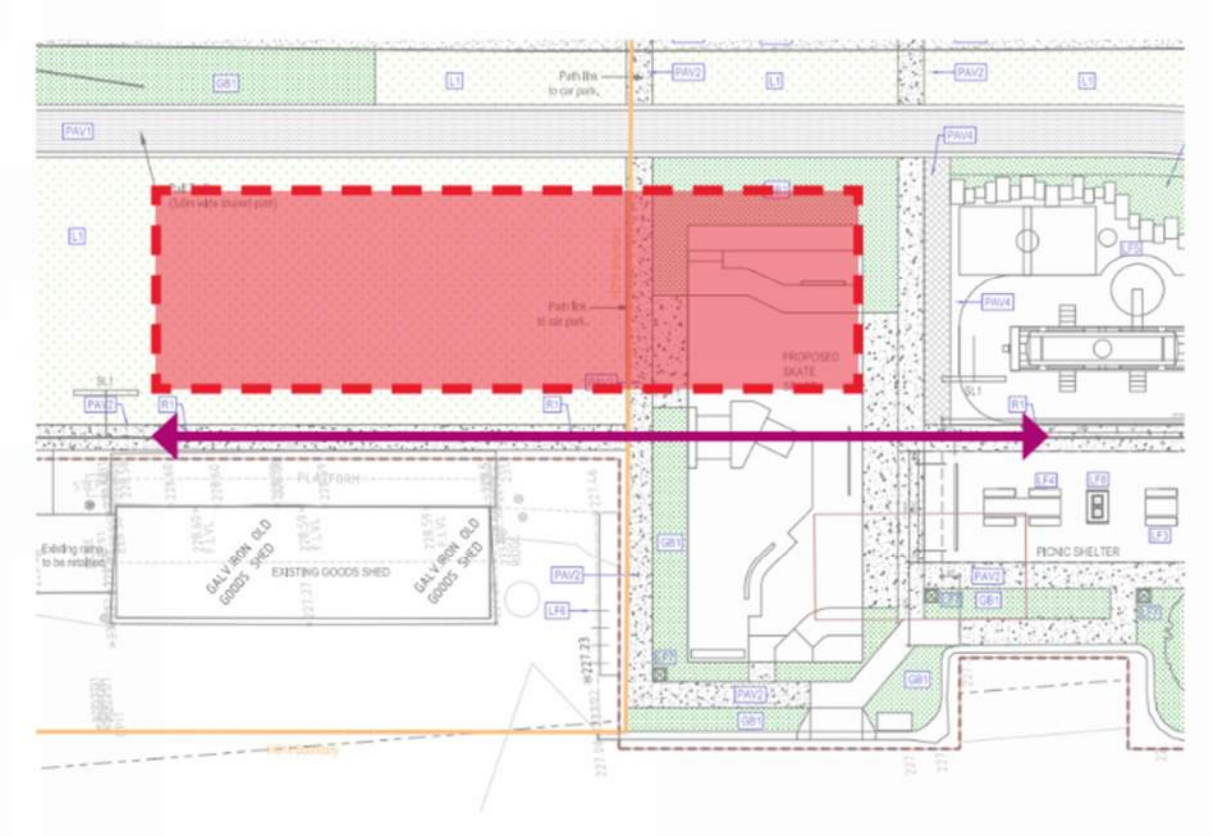

Figure 6.8. Graphic indicating new proposed location of the skatepark in front of the Goods Shed. (Source: 3 Acres with Convic overlay, November 2023)

Removal of existing fabric

Railway tracks and sleepers currently extend along the rail corridor and are largely intact, with the rails incorporating points levers in the central section of the site and the southeastern end in front of the Goods Shed. The removal of sections of track, sleepers and infrastructure such as levers is a heritage impact that will result in the loss of fabric which contributes to an understanding of the previous use of the place.

The proposed works involve removal of rail tracks, including original and early steel rail, sleepers and associated rail fixtures, track switches and infrastructure including power poles. For the extent of removal and retention, refer to 3 Acres Landscape drawings L201-L204.

A sample section of track, along with signal levers, in the Korumburra Railway Station Complex would be conserved, re-painted and re-installed as indicated on the drawings provided. The line closest to the Korumburra Railway Station passenger platform would be retained along the extent of the H1571 curtilage and in some of the HO5 area. This line branches into two lines before the southeastern boundary of H1571. The first branch would be retained to its point of termination at the turntable (located in HO5) in the southeast. The beginning section of this branching line would be kept and partially

embedded into the proposed concrete share path where it intersects. Overall, it is estimated that the length of track to be retained is 352 metres and the length of track to be removed is 2860 metres.

The remainder of the rail steel, track and sleepers within the Korumburra Railway Station rail corridor to the southwest of the line closest to the platform and its branch would be removed. The turnouts have been allocated by VicTrack to tourist and heritage railway groups through an Expression of Interest process. Approximately seven different railway organisations have already been allocated turnouts from Leongatha and Nyora.

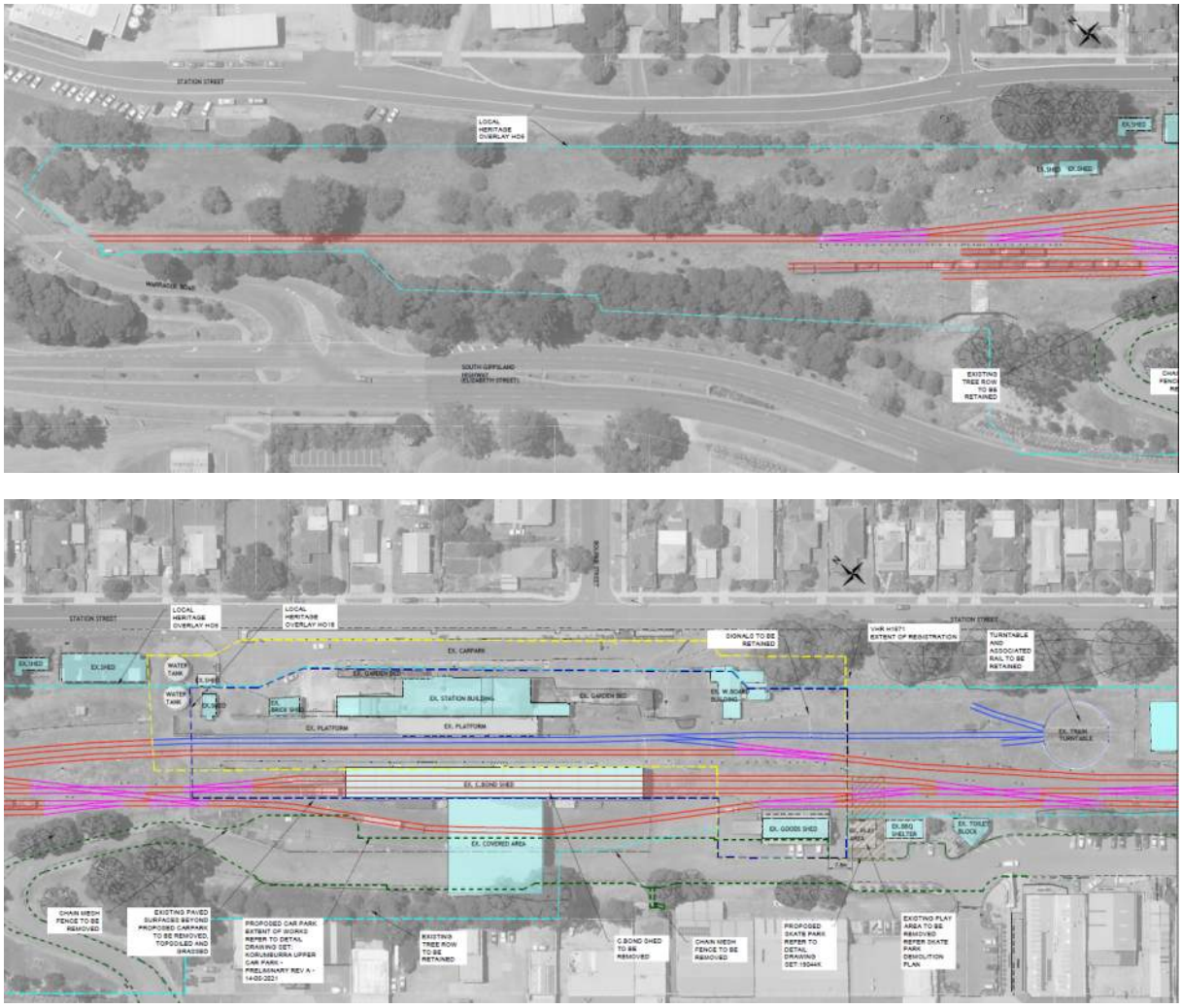

Figure 6.9 Detail from the demolition plan showing railway tracks scheduled for retention in situ (blue), removal (red), and allocation to heritage and tourist rail groups (pink). (Source: SGSC)

Outside the VHR area and within the curtilage of the VHI and HO5, it is proposed to demolish the Freight Gate covered area. Sections of rail as marked on the plan will be removed, along with parts of the turntable. The long Colorbond shed that was previously within HO18 has already been removed. The existing play area, BBQ shelter and toilet

block that are outside the Heritage Overlay (on the boundary of HO5) will be removed and replaced or relocated. None of these elements have been identified as having heritage significance. The Colorbond sheds were identified as intrusive elements in the relative significance ranking table, and the Freight Gate is of low significance (Table 4.2). The impacts on archaeology within this VHI area are discussed in the Consent Supporting Documents.

No additional structures have been proposed for construction within the curtilage of H1571.

Instalment of the GSRT extension and footpaths

The proposed works include the installation of the rail trail path, which is a 3-metre wide asphalt path with plain concrete edge strips. It will extend through the study area aligned to reflect the pattern and orientation of the removed sections of rail, from Bridge Street to Korumburra–Warragul Road, connecting to the Leongatha and Nyora trail paths. The proposed path will run parallel to the former rail line that is closest to the passenger platform, following a relatively straight line in a northwest to southeast orientation approximately through the centre of the corridor, deviating at a slight southward angle at the southeast end of the site. LED lighting will be provided along the trail.

A new interconnecting pedestrian pathway is proposed to link the turntable area to the southeast through to the station platform, where two pedestrian ramps will connect at each end of the railway station platform. The existing rail track will be retained and embedded in the new path, retaining the track identity in material and alignment (Figure 6.9). The impacts of the works on archaeology in the turntable area are discussed in the Consent Supporting Documents.

Several connecting pedestrian paths are proposed to link the northeast and southwest sides of the rail corridor. The paths will be constructed with an exposed aggregate coloured concrete finish. Three of the connecting paths are partially located within the VHR registration area and a pathway runs parallel with the front of the Goods Shed (Figure 6.6).

Skatepark

The skatepark would be a beginner to intermediate-level facility intended to encourage youth engagement with the site and promote physical activity.

Its design is contained within a rectangular footprint which is approximately 45 metres wide by 15 metres long. It has been integrated into the masterplan for the site and connects with the recreation facilities (half-court, playground, picnic shelter and amenities) positioned to the southeast.

The skatepark is set parallel to the railway corridor in front of the Goods Shed. A buffer of approximately 2.8 metres incorporating a path and garden beds separates the two.

The skatepark footprint would be partially within the boundary of the VHR and partially in the area covered by HO5, interfacing with the recreation zone (Figure 6.10).

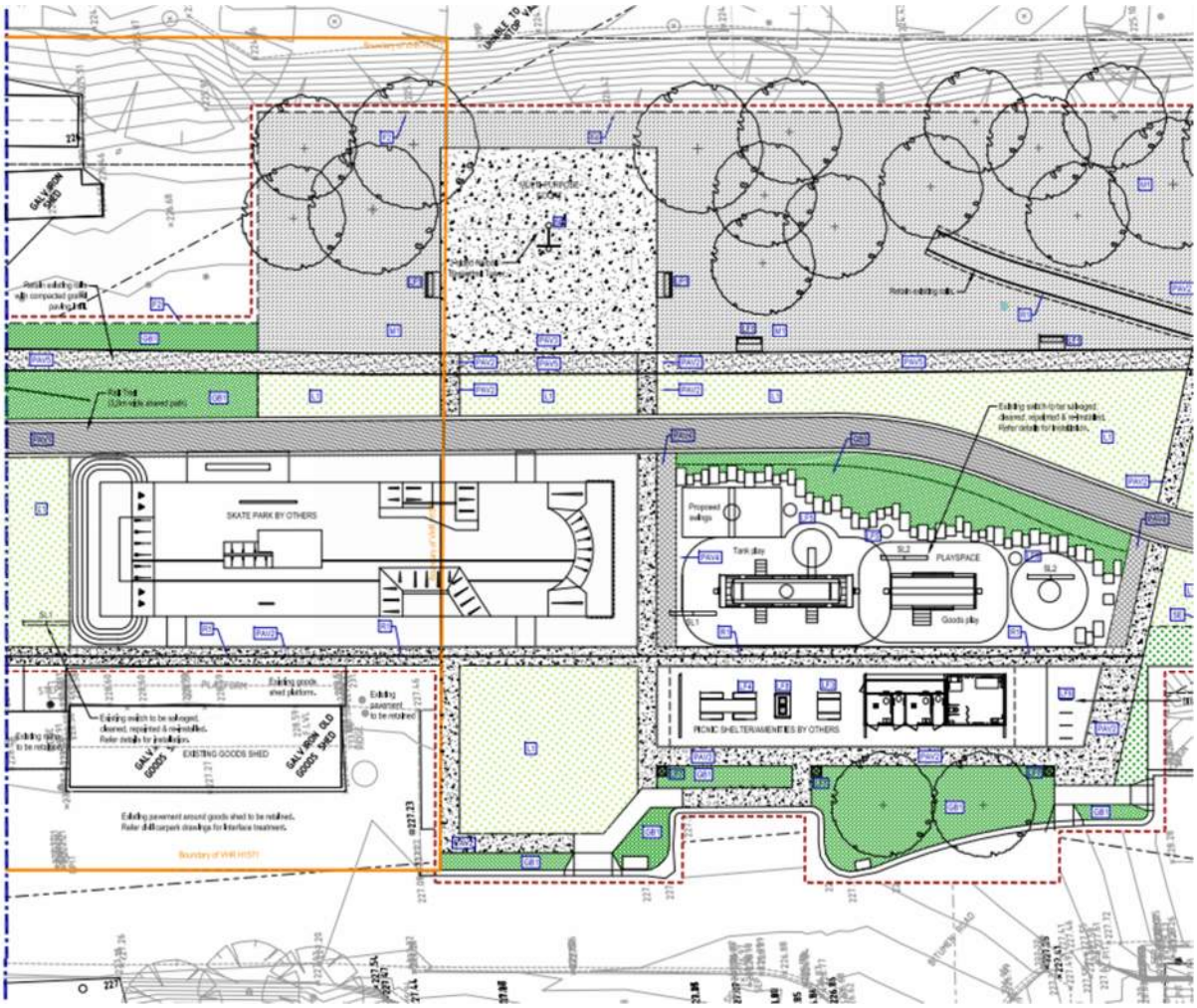

Figure 6.10 Part of the plan showing the proposed skatepark location in relation to the Goods Shed (bottom left of image). (Source: 3 Acres part drawing L304, T4 December 2023)

Korumburra Skatepark would be a steel and slab concrete construction over a concrete slab ground surface. The structure would consist of several discrete and interlocking elements (platforms, bases, flat banks and transitions), each having a simple geometric form and constructed from formed concrete.

The design for the skatepark incorporates hard ground surfaces, raised banks and curved inclines, kerbs and embedded rails. Seating, garden beds and grassed mounds are situated around the perimeter. A narrow footpath separates the skatepark from the Goods Shed. The highest ramp elements are 900 millimetres above ground level, with a 1210-millimetre high balustrade atop this at the southeastern end. The northwestern end recedes into a raised grassed embankment.

The concrete base would be brown and grey concrete, and external vertical faces will be a brick feature cladding. It is proposed that steel elements are in a natural finish or a finish with terracotta highlights. It is recommended that the final palette be submitted for approval.

The height of the proposed skatepark varies but, at its highest point, it is 2110 millimetres above ground level. This component would be located on the southeast corner of the skatepark within the HO5 area. It will comprise the 900-millimetre concrete ramp surmounted by a 1210-millimetre high steel balustrade, the design of which has gaps between the uprights which allows a level of vision through.

Figure 6.11 illustrates the tallest sections of the proposed skatepark.

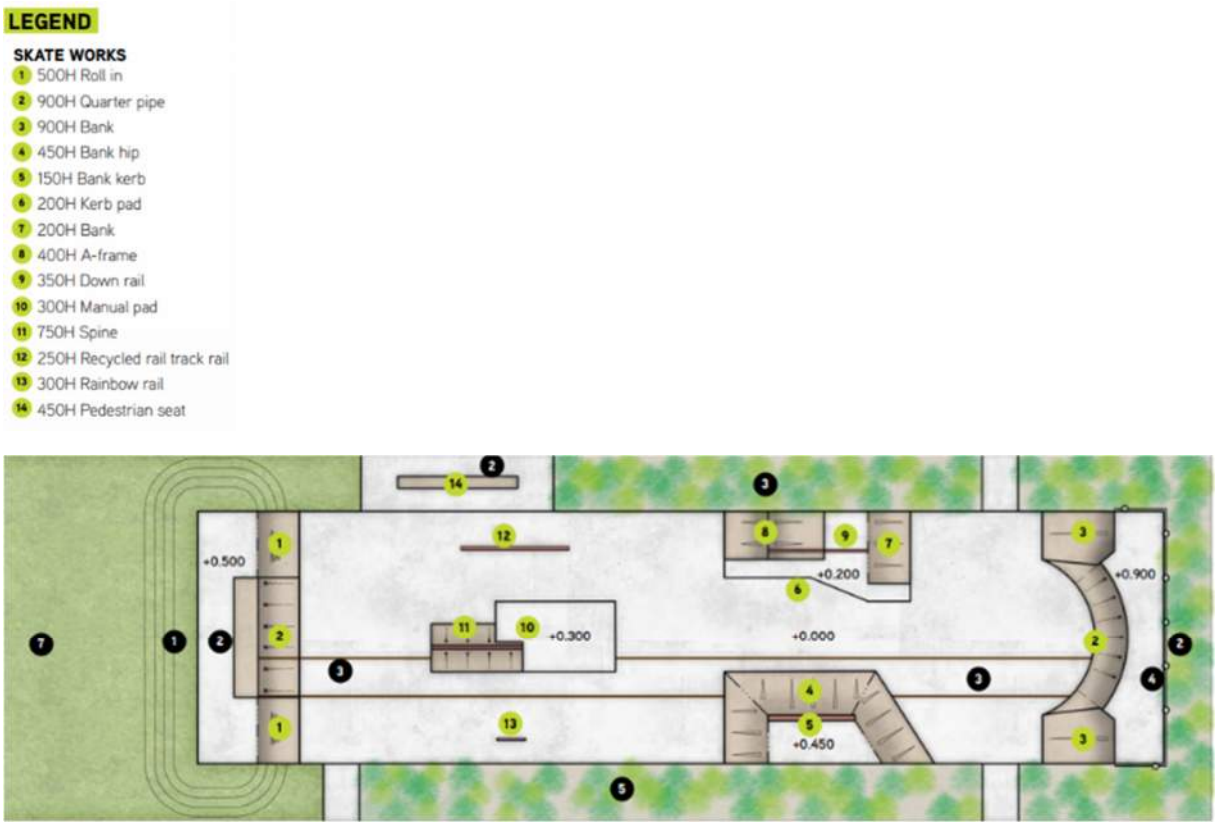

Figure 6.11 Detail from Korumburra Skatepark grading plan 19044K_CD100 00 showing the proposed skatepark and heights. (Source: Convic 2020)

A pedestrian footpath between the skatepark and the Goods Shed is proposed. It would be constructed with an exposed aggregate coloured concrete finish. The Convic plans indicate a small garden bed area which would be constructed between the skatepark and footpath. The landscape plans should be updated to reflect this element and to confirm the buffer between the skatepark and the Goods Shed.

The existing tank and bollards next to the Goods Shed contained within the VHR registration and adjacent to the proposed skatepark are to be retained and protected throughout development works.

The skatepark will become a local-level facility catering to the needs of the young people of the Korumburra region, as well as becoming part of a broader network of skateparks attracting users from the greater South Gippsland Shire area.

The design and documentation for the skatepark will be further developed by Convic as part of a design construct agreement with the SGSC.

Figure 6.12 Perspective view of proposed skatepark. The Goods Shed shown to the left of the image. (Source: Convic, November 2023)

Figure 6.13 Plan view of proposed skatepark, with the Goods Shed shaded grey. (Source: Convic, November 2023)

Landscaping

The 'Korumburra Railway Park Landscape Works' plan shows soft and hard landscaping works that are proposed as part of the development. The proposed landscaping includes areas of low garden bed planting, expanses of lawn, linear plantings of advanced large deciduous trees (parallel to rail alignments) and groups of smaller deciduous and Australian native trees along the rail corridor, within both the VHR and VHI areas. The soft landscaping will introduce new mature tree plantings and areas of vegetation within the corridor. Following the proposed removal of railway tracks, unpaved areas within the rail corridor will be topsoiled and seeded to become grassed parkland. Existing native vegetation along the sides of the corridor will be retained. Proposed new plantings include low-level shrubs to screen amenity infrastructure (ie the carpark) and mulched low-level garden beds around recreation facilities (ie the skatepark and proposed playground). Linear plantings of mature large oak and elm trees are proposed parallel with the pathways, emphasising the linear nature of the rail corridor. The planting and vegetation scheme combines Australian native and introduced deciduous trees, expanses of turf and understorey planting mostly comprising indigenous and native plant species.

Landscape furniture and different types of mesh fencing are to be installed within the VHR registration area. The proposed works include some timber-look seating in close proximity to footpaths. Fencing includes black-coloured 'Banksia-type' mesh safety fencing above the tunnel entrance, around the VRI Building and on some areas of the perimeter. A 2100-millimetre high steel mesh fence is positioned behind the half-court. Fence types are indicated on the Landscape Plan (L002-T5) Fencing Plan and Landscape Details 4 drawing (L704-T5) and are designed to provide an element of transparency. They are finished in black to be unobtrusive and to match existing site fencing which has been installed around the nearby carpark. Areas of post and wire fencing are located on parts of the northwest of the site outside the VHR boundary and are indicated on the landscape plans.

Interpretation and wayfinding signage

Interpretation and wayfinding signage is being installed at key locations along the GSRT and its extension. The design template for signage infrastructure has been created for all signage infrastructure along the GSRT (and its extensions). A standalone interpretation sign will be installed at Korumburra Railway Station, near the former passenger platform.

Figure 6.14 Detail from 'Great Southern Rail Trail Signage Infrastructure' strategy, guidelines and signage specifications. (Source: Heine Jones 2014)

The proposed signage panel will be a 3-millimetre glass and metal plate fixed onto a roughly sawn Golden Cypress post. Historical images and text will be displayed on the post, communicating the Korumburra Railway Station Complex's heritage significance

(Figure 6.14). The signage will be located next to the GSRT path, near the former railway station building.

Apart from the interpretation of the railway tracks, no other signage or interpretive elements are currently proposed. Interpretation will form a future stage of works.

6.5 Carpark

Reasons for the activity

Extension and upgrade of the existing car park located on the southwestern side of the rail corridor are proposed. The station precinct and the existing ad hoc parking areas have historically been an important and popular rest area and wayside stop for locals and travellers visiting the area. As the land is a flat area in an otherwise hilly precinct, it has been popular with motorbikes and caravans breaking their journey. The proposed development would improve the amenity of the existing carpark by providing additional public parking facilities. It would accommodate overflow parking from Commercial Street and support greater connectivity between the railway corridor and the main street. It is anticipated that the shared path of the GSRT extension will attract tourists to the area. The proposed carpark upgrade and extension are proposed to support the increased use of the place and supply additional parking for the expected higher volume of visitors.

The implementation of pedestrian crossings, resurfacing of asphalt areas and kerb realignment are proposed to improve safety and accessibility.

Proposed works

The proposed works include:

- new asphalt surfacing within the extended carpark area;
- formalising and realigning existing parking bays;
- new asphalt surface and formalise carparking bays to rear of goods shed;
- providing additional 90-degree and parallel parking bays;
- kerb and path realignments;
- construction of a new stairway connecting from the underpass;
- resurfacing of the pedestrian surface of the underpass and repair works; and
- implementation of several pedestrian crossings to improve pedestrian accessibility.

The carpark works area is located adjacent to the H1571 registration boundary and some works occur within the area of the VHR at the rear of the goods shed and adjacent to the Goods Shed. The underpass traverses through the VHR and is shown on the VHR plan (Figure 2.2).

Removal of existing fabric

The proposed carpark upgrade does not involve removal of any fabric within the H1571 boundary.

Extension and upgrade of the carpark

Extension and upgrade of the existing carpark are proposed for the site. The carpark would run approximately parallel to the railway corridor on its southwestern side. The extent of the proposed carpark starts at the northwestern boundary of the existing carpark and extends to Bridge Street to the southeast. It partially encroaches upon the southwestern extent of H1571 boundary next to the Goods Shed. The proposed carpark extension would involve minor modifications generally at ground and kerb level.

There is currently no barrier preventing cars from parking at the area to the rear of the existing Goods Shed (included in H1571). SGSC have advised that the kerbing and new carpark arrangement will include wheel stops or bollards to ensure vehicles cannot impact the Goods Shed.

A linear area of land located opposite the former Station Building and abutting the proposed carpark will be reserved for landscape softening. The Korumburra Railway Precinct concept plan shows that unpaved areas will be topsoiled and seeded to become lawn. This area is intended to be used for community gatherings. Immediately along the carpark boundary three species of low-level native plants and two species of deciduous trees (a row of English Oaks and pairs of maples at the entries) will be planted to soften the appearance of the carpark (refer to L503). They will be set back from the station buildings on the southwest side of the rail corridor and aligned to preserve views along the GSRT of the significant station buildings. The proposed carpark plans show that the vegetation on the southern end of the southwest side of the tracks would also be retained to screen this end of the carpark.

Figure 6.15 Detail from a 3D visualisation showing the reserve area in front of the carpark and the distribution of low-level shrubs and mature trees. Note the new position of the skate park is not shown in this visual, indicated with red oval. (Source: SGSC 2023)

6.6 Recreation area adjacent to H1571

The proposed works in the recreation area are sited outside the VHR registration boundary in the HO5 area, and also outside but adjacent to HO5. However, as the works abut the southeastern boundary of H1571, consideration of their potential impact upon the setting and view lines along the corridor has been provided in this assessment. The recreation area includes:

- construction of a skatepark (partially in HO5 and partially H1571);
- construction of a multi-purpose sports half-court;
- construction of a themed play space;
- interpretation of the locomotive turntable;
- construction picnic shelter and public amenities (outside the VHR and Heritage Overlay areas);
- continuation of GSRT pathway, footpaths and landscaping;
- removal of steel rail tracks and sleepers;
- demolition of the existing covered play area and fence (outside the VHR and Heritage Overlay areas);
- landscaping, including areas of lawn, garden beds and tree planting; and
- construction of stairs and a path near the locomotive turntable, linking with Station Street.

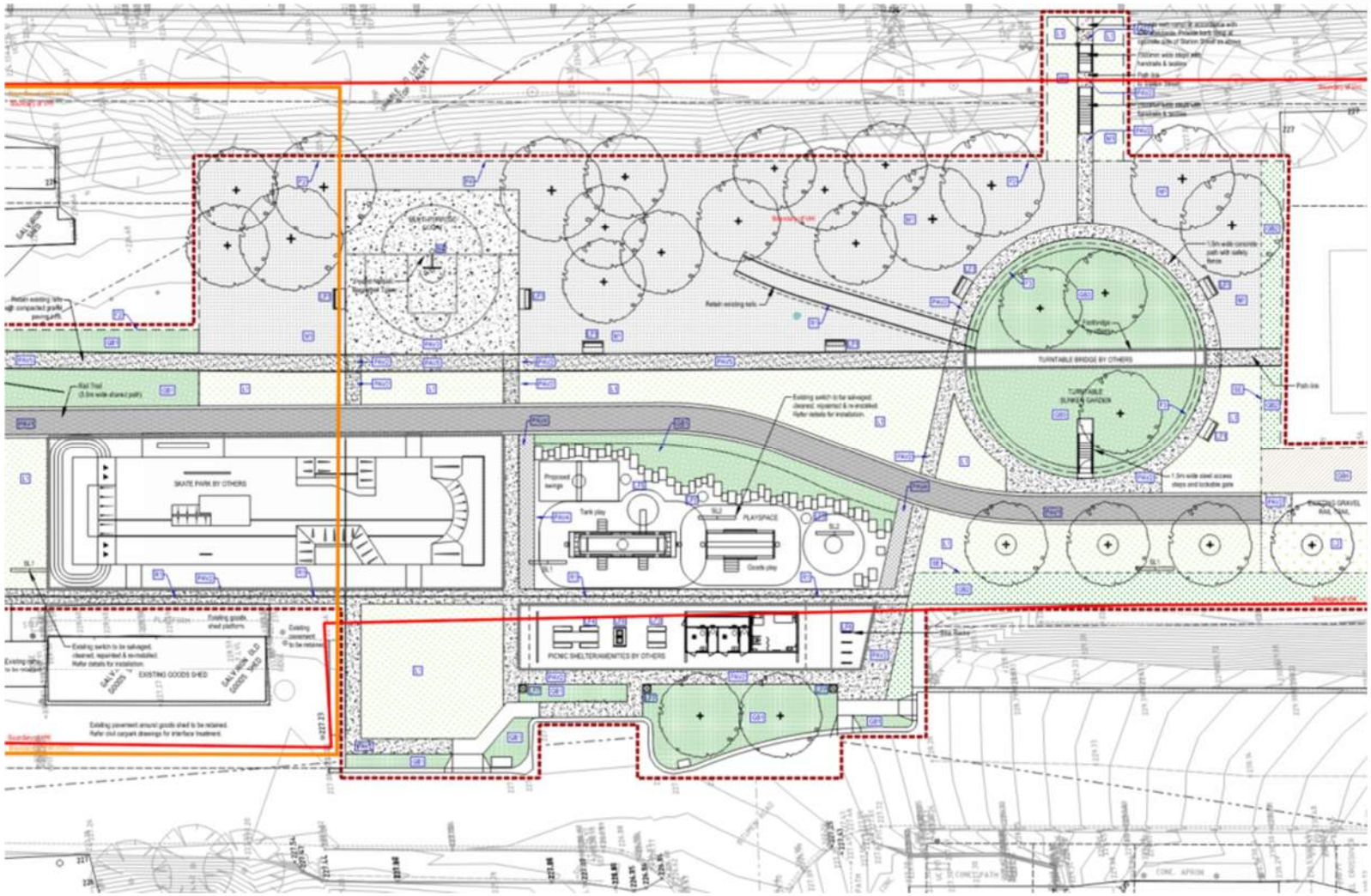

Figure 6.16 Detail from L304 showing the continuation of the GSRT and the plan for the recreation area to east of the Goods Shed and adjacent to H1571 (the H1571 boundary is delineated in orange and the VHI boundary in red). It includes part of the skatepark, as well as the multi-purpose court, play space, turntable, and picnic shelter and public amenities. (Source: 3 Acres 2023)

Figure 6.17 Visualisation showing the public recreation area. Note the skatepark is shown in its previously proposed location and will now be sited in front of and parallel with the Goods Shed – as indicated with red oval. (Source: SGSC 2023)

Reasons for activity

New community recreation facilities are proposed for construction within the Korumburra Railway Station Complex reserve, replacing the existing playground and public amenity area. Located in the centre of Korumburra, the proposed facilities would provide the community in the area with a safe, recreational space for all ages, providing in particular engagement for younger community members. Funding for the project has been obtained through the Sport and Recreation Victoria, Community Sport Infrastructure Fund and supports the GSRT extension project's objective to activate and adaptively re-use the railway corridor as a community sport and recreation area, connecting it to the rail trail and pathways of the precinct. It also provides improved access to public amenities in compliance with the DDA.

Removal of existing fabric

The proposed works would involve the demolition of the existing covered play area and existing fence. Neither element are identified as having heritage significance. Sections of the rail tracks and turntable are scheduled for removal within this works area (Figure 6.9). Details of the proposed removal of the railway tracks has been discussed in Section 6.4 of this report.

6.6.2 Multi-purpose court and play space

The multicourt zone is situated opposite the skatepark on the northern side of the railway precinct, directly adjacent to the VHR boundary. The multi-purpose court is proposed to be screened from the VRI Building by a group of existing blackwood and messmate trees. The court consists of a flat concrete surface in a natural grey finish; a basketball/netball mast is positioned close to the centre of the court. Two outdoor bench seats are located at the street side.

The play space is located between the GSRT path and the picnic shelter/public amenities and consists of themed play elements representing a train and carriage within a landscaped area of low shrubs and tussocks. Salvaged signal levers will also be incorporated into this zone. The ground finish consists of resilient fall zones around the play equipment set into exposed aggregate concrete paving.

6.6.3 Turntable interpretation

A pedestrian pathway with a compacted gravel surface continues towards the former railway turntable, which is interpreted as a sunken garden with a bridge spanning across it, linking the pedestrian path on either side. Planting in the sunken garden will consist of indigenous ferns, shrubs and trees. The turntable basin will be surrounded by a 1200-millimetre high balustrade fence. The landscape drawing L704 indicates two options for the type of fence that will surround the turntable. It is important for the fence to provide a level of visual transparency and the options could be developed further prior to finalisation. Although this element is outside the area of the VHR, views towards the element are important.

6.6.4 Picnic shelter and public amenities

The picnic shelter and public amenities are part of a future stage of works. Their footprint is shown on the plan and their 3D form is indicated in the visualisations. The public amenities provide accessible toilets, as well as a 'changing places' accessible adult toilet and change facility. The picnic shelter provides a covered area and incorporates seating, tables and rubbish facilities. Stainless steel hoop-style bike racks are provided in this area.

7 Assessment against the Heritage Act—heritage impacts

This section assesses the relative heritage impact of the proposed works, taking into consideration the Section 4 analysis of significance in this report.

7.1 Removal of non-significant fabric

The Freight Gate opposite the station buildings is included within HO5 and proposed to be demolished. This structure has been identified by SGSC as contributing to rainwater run-off and loose material issues which are causing safety concerns for adjacent buildings.

The Freight Gate building is noted as being of low individual heritage significance. The removal of this structure has the potential to open views to the Station Building and along the rail corridor. The space taken up by the Freight Gate is proposed to be used for greening, car parking and tree planting. It is anticipated that the removal of the Freight Gate will improve views towards the Station Building and will contribute to the open landscape quality of the complex.

The Colorbond sheds (with HO18 but outside the VHR) previously located in front of the Freight Gate have been removed. Their removal has contributed to the open landscape quality of the railway corridor and enhanced the visual prominence of the Station Building. These sheds were recent constructions that were identified as having no heritage significance (Table 4.2). The sheds had a utilitarian design that did not architecturally respond to the heritage context. The grassed parkland that is proposed to replace the sheds will enhance the amenity of the setting while retaining the ability to understand the form and level ground of the rail sidings and corridor.

The proposed demolition of the existing play area, toilet block and picnic shelter (abutting the southeastern boundary of H1571) is considered to have a negligible impact on the heritage values of the place; their removal would not be considered an adverse outcome and will not impact on views. As a recent addition, the play area and the toilet block do not contribute to the significance of the place or to an understanding of its former function. It would be replaced by an open area of lawn and newly constructed toilet facilities and picnic shelter. The existing picnic shelter was donated by the community and will be relocated within the works area to the northwest, as indicated on drawing 40-2304/4A Functional Layout Plan.

Power poles and overhead cables are scheduled for removal. These redundant infrastructure items do not constitute heritage fabric and can be removed.

7.2 Removal of significant fabric

The removal of sections of original and early railway tracks to facilitate the development of the GSRT extension and improve public safety within the railway corridor will result in an impact on significant fabric which is considered acceptable from a heritage perspective. The reasons are discussed below.

Some sections of track will be retained in situ in paved and lawn areas. The area will be landscaped (paved or covered in lawn) so that the tops of the rails will sit flush with the ground plane. This has also been proposed in garden beds (refer to Landscape Details 07/701). However, it would be preferable in these garden beds, where the likelihood of fall and trip hazards would be lower, for the full rails to remain visible above the ground plane.

Demolition, removal or relocation of individually significant and contributory elements inscribed in the VHR and within heritage overlays is generally discouraged. However, in some instances, demolition or removal of significant fabric may be appropriate, such as if a building or element was designed to be relocated and has a history of relocation, or to enable reasonable use of a place. As shown in the historic rail track plans in Appendix B, the rail tracks at Korumburra have been reconfigured over time, indicating that there are historical precedents for the removal and relocation of rail tracks within the site area.

It is also acknowledged that the incorporation of the Korumburra Railway Station Complex into the GSRT would contribute to the long-term sustainability of the place with the increased public use of the site and interpretation of its history and significance. The proposed works are aligned with the associated works which are happening within the station area and which are intended to support the ongoing economic use of the place, enabling a safe and vibrant area of public recreation.

Remnant railway infrastructure (including tracks, the turntable structure and points levers) are potential fall or trip hazards that limit the usability of the place from a safety perspective. Public safety and the enhanced conservation and appreciation of heritage places that may come with re-activation and use are important considerations in decisions regarding the removal of significant fabric. Such considerations give weight to the selective retention and removal of sections of the railway tracks and infrastructure within the Korumburra Railway Station Complex.

SGSC have undertaken measures to mitigate the loss of significant fabric by retaining as much of it as possible in situ and by engaging a qualified railway heritage specialist to survey and document the turnouts and associated material that have been scheduled for removal from the Leongatha, Korumburra and Nyora rail yards. In 2020 Brad Murnane, Tourist and Heritage Railway Registrar at VicTrack, undertook a survey with the purpose of identifying railway material that could be retained for ongoing use. This material was

photographed and documented in situ. Tourist and heritage railway groups were invited to acquire salvaged material for collections and ongoing use through an Expression of Interest process. The Expression of Interest was issued in March 2020. The re-use and relocation of elements to heritage rail specialists is an acceptable alternative to retaining the rail tracks in situ; it will help to retain some significant values of the fabric.

In response to heritage advice provided earlier in the design process, consideration was given to retaining elements of the railway track in key locations. Retention of the part of the main passenger track that is closest to the platform, including its sleepers and rails, is positive in that it would help to communicate the former function of the complex and the historical and visual relationship between the Station Building, platform and rail corridor. This legibility is further supported by embedding a section of branching track within the pathway to the turntable, which would be modified as an interpretive element, all of which providing context and indicating the former extent of the Korumburra Railway Station Complex. The proposal to partially embed the railway track in a concrete footpath, retaining its original location, alignment and the visibility of its upper surface, is considered an appropriate method of interpretation that will enhance a visitor's experience of the place and stimulate interest in its history through creative design.

The rail removal process has been outlined by SGSC as follows:

- Items to be retained or salvaged are to be identified and protected prior to works.
- Rail is to be cut using hydraulic shears or an oxy-acetylene torch at regular intervals.
- Rail is to be lifted from sleepers to loosen fixings (the rail is grabbed and lifted while a machine pushes down on sleepers).
- Rail is to be dragged to a stockpiling area and cut into transportable pieces.
- Sleepers are to be lifted and collected by earthmoving equipment with forks.
- Railway 'jewellery' (fixings, bolts, plates etc) are to be picked up by a magnet and stockpiled in scrap-steel bins.

Greasing and inspection pits, filled-in pits or building materials may be present in the alignment of the shared path. Archaeological monitoring during the removal of rail sleepers and rtracks will assist in mitigating the disturbance of archaeological features or deposits.

Recommendations:

- Continue to engage with an appropriately qualified person to document a procedure for the removal and relocation process that would not damage the fabric of any components to be re-used by tourist railways.
- Ensure that salvaged, re-installed levers are carefully conserved and re-finished.
- Implement archaeological monitoring during the removal of rail sleepers and tracks.

7.3 GSRT extension works

The following comments and recommendations are made regarding the key elements of the proposal.

Instalment of the GSRT extension and footpaths

The proposed installation of the GSRT extension path and connecting footpaths would be considered to have a moderate impact on the heritage values of the place that is generally supported from a heritage perspective. The size, height or bulk of the proposed paths would not visually dominate the adjacent heritage buildings, nor the site as a whole. The low profile of the paths and associated low-level landscaping on either side would help to conserve the open landscape character of the place and ensure that important sight lines from the Station Building and along the corridor are kept.

The works associated with accessibility and safety throughout the site (ramps, stairs, safety fences and re-surfacing) will intersect with the significant fabric of the platform and underpass tunnel. Designs for these elements have not yet been developed to a level which can be fully assessed; however, the intention is to improve public access and undertake general repairs to improve the condition of elements, which is generally supported.

In line with the Burra Charter, new paths within the corridor would be distinguishable from original and significant fabric. The GSRT path would be three metres wide and constructed of asphalt with concrete edge strips. The connecting footpaths would be constructed of concrete with an exposed aggregate finish.

From the documentation provided, the design of the GSRT extension path appears to respond well to the heritage values of the site and displays consideration of the heritage context in which path is to be constructed. The path's alignment follows the form of the railway corridor and enhances the strong linear character of the place. Providing a safe and accessible shared path is appropriate for the corridor's adaptive re-use and heritage context. The development of the corridor as a safe and useable public recreation space benefits the place in regard to its ongoing sustainability and use. Increasing the volume of visitors has potential to enhance appreciation of and engagement with the heritage values of the place. This consideration allays some of the adverse effects of the removal of significant fabric required for the installation of the path.

The connecting footpaths are acceptable and provide easy public access to and through the site, contributing to the activation of the place.

Landscaping

The proposed soft landscaping will enhance the setting of the railway corridor and reduce the visual impact of new development by helping to integrate new built form into the

landscape. Grassed parkland within the rail corridor will retain the open, low-profile character of the corridor and keep the linear visual axis intact. The soft landscaping at the higher northern corner and along the sides of the proposed skatepark should help to soften the appearance of the external side of the concrete halfpipe and other low external walls.

Large, advanced deciduous trees planted in linear groupings and reflecting the railway track alignments will help interpret the linear patterns of the tracks and railway corridor. In time, if suitably managed (crown lift), views may be possible along the corridor beneath the tree canopies. In some proposed locations rows of trees, as well as less-formal groupings, have been set back to ensure views and vistas along the corridor and to and from the Station Building and Goods Shed are maintained.

Landscaping around the carpark opposite the station buildings has been designed to help screen and subdue the appearance of the carpark development, especially when viewed from the former station platform. The use of plants and trees, including large deciduous trees and native plants, to partially screen the carpark is considered appropriate.

Construction of the skatepark

The proposed skatepark would be partially within the HO5 area, partially within the boundary of H1571 and positioned in front of the Goods Shed.

The inclusion of useable public recreation facilities would benefit the ongoing sustainability and use of the place. An increased volume and diversity of visitors has the potential to enhance appreciation of and engagement with the heritage values of the place with younger members of the community. This consideration allays some of the visual impacts of the construction of the skatepark.

The six-metre distance between the proposed skatepark and the Goods Shed would provide an appropriate buffer between the new development and physical fabric of the Goods Shed. This buffer would reduce the visual impact of the skatepark and help to ensure that the landmark quality of the shed is retained.

With its contemporary form and materials, the skatepark would be clearly recognisable as a new addition and readily distinguishable from the heritage fabric. This complies with Article 22.2 of the Burra Charter which suggests:

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

Key elements (ramps, platforms, bases, flat banks and transitions) are cast concrete and distributed evenly across the skatepark parcel. The gradual variation in height and size helps to reduce the bulk of the skatepark and its visual impact.

Materials and finishes are generally sympathetic to the setting, but their specification is yet to be finalised. The matt quality of these finishes would make the forms more visually

recessive, ensuring that new materially is not visually dominant within the heritage context. The proposed use of brick to the outer walls is generally supported as a muted finish that complements the colour palette of the Station Building.

At several sections, the combined height of the concrete elements and balustrade would exceed two metres. The highest point of the skatepark would be a 900-millimetre high concrete form with a 1210-millimetre high steel balustrade mounted on top, which would allow for vision through. The balustrade would be neutral in colour and form with a simple design comprising evenly distributed openings between the balustrade posts. This would help to reduce the visual impact of the overall structure and its height.

It is acknowledged that the skatepark would somewhat impact the unbroken views along the former railway corridor; however, its orientation aligns with the linear continuity. The skatepark would comprise several discrete elements of varying heights, creating view corridors through the skatepark. Given that the views to this end of the corridor are interrupted by the overpass bridge and that views to the northwest and of the heritage buildings would be maintained, the impact of the skatepark's height at key sections is considered acceptable. The 3D visualisation provided confirms that the visual impact of the skatepark would be limited and an updated view will be provided.

The proposed skatepark concept design interprets the layout and alignment of the rail tracks by following the former layout and level of the railway tracks to maintain views to and from the VHR area, the inclusion of rail-themed interpretive elements in the design of the skatepark, and softening with planting. Considering the height of built elements also maintains the sense of openness along the rail corridor, as well as views and vistas to and from the Station Building, platform and along the rail corridor. While the skatepark constitutes a visual impact in the setting of the station complex, it has a role to play in activating the site and encouraging its use.

The proposed mitigations measures noted above could be supplemented by the following considerations when developing the design for the skatepark:

- The development of the skate park theme provides a unique opportunity to embed interpretive elements into the design and to ensure that the design responds positively to its heritage context.
- Ensure that the mass and design of the ground surface plane and elements of the skatepark respond well to and do not detract from the linear nature of the railway precinct.
- The Station Building in particular is the key structure along the railway corridor and views of it should be preserved. The Station Building is and should remain a prominent feature within the open spatial character of the railway corridor. The skatepark should maintain a low profile to conserve and enhance the landmark quality of the Station Building.

- Consider refining the use of hard surfaces and soft landscaping to interpret the linear nature of the rail corridor and railway track layout more strongly.
- Consideration could be given to the materiality of the rails. The incorporation of salvaged railway tracks is to be encouraged, as shown in the concept design. The new skate rails could continue the industrial aesthetic by remaining unfinished (instead of being painted or powder-coated), unless there are design or safety reasons for the contrasting colour. This could also be followed through to the finish of the balustrade (alternatively it could be black to minimise its visual impact).

Fences

The selection of fencing types has been designed to reduce their visual impact. Fencing is required for safety reasons and is in a wire mesh with a black finish which helps it to blend in with the surrounding landscape and be as visually unobtrusive as possible. The taller (2150-millimetre high) fence is limited to an area behind the half-court and is a more open black PVC-coated link mesh.

Picnic Shelter

The picnic shelter is an open sided roofed structure. It is proposed to be relocated to the northwest end of the site, outside the area of the VHR. It is set back from the rail corridor close to the carpark to minimise potential impediments to views of the station buildings.

Archaeology within the VHR extent

As noted above in Section 7.2, SGSC have undertaken measures to mitigate the loss of significant fabric by engaging a qualified heritage railway specialist to survey and document turnouts and associated material scheduled for removal from Leongatha, Korumburra and Nyora rail yards.

The installation of lighting, signage, benches, tables and bike racks will all have an impact on the ground surface and on potential archaeological deposits relating to the footings of greasing and inspection pits, coal stages, stores and water tanks, filled-in pits and building materials. Ground surface preparation works and excavation related to the general landscaping of the site also have the potential to disturb these deposits. The implementation of mitigation measures will help to reduce any impacts that these activities may have on potential historical archaeology.

During the construction phase of the activity, it is likely that access to the rail trail area will be required by heavy vehicles. The requirement of vehicles to travel across former station reserves which are considered to be areas of potential historical archaeology could cause impacts to historical archaeological material. Mitigation measures will help reduce impacts to potential historical archaeology.

Recommendations

- Provide detailed designs for works to the underpass and ramps to the station platform so physical impacts can be fully assessed. The new ramping and surfacing to the underpass have the potential to impact built fabric. The junction of the new ground surface with the tunnel wall must be carefully considered in order to protect heritage fabric. This should be indicated on developed drawings. Further heritage advice will be required prior to works.
- Finalise the design of the fence surrounding the locomotive turntable to ensure the visibility of the heritage item is maintained.
- Provide documentation confirming the installation of protective measures to the rear (carpark side) of the Goods Shed (eg wheel stops or bollards).
- Further develop the design of the skatepark element and its materials palette to take advantage of opportunities for interpretation, ensuring that it remains sympathetic to the heritage values of the place.
- Provide an updated 3D render showing the skatepark and a view at eye-level towards the Station Building.
- Further develop an interpretation strategy for the GSRT and the Korumburra Railway Station Complex.
- Implement archaeological monitoring during the ground disturbing works for the lighting, benches, tables, signage and bike racks.
- Geofabric (or equivalent) should be laid on access tracks and laydown areas prior to the commencement of works to reduce the potential disturbance of archaeological features. The geofabric can be removed once the proposed works are completed.

Summary

The works associated with the GSRT extension are generally supported from a heritage perspective; they are considered to constitute an acceptable heritage impact on the significance of the former Korumburra Railway Station Complex.

The size, height and massing of the proposed skatepark design would not visually dominate the adjacent heritage buildings or the site as a whole. While the height of the skatepark rises in certain sections, the overall variation of the height of the skatepark helps to reduce its bulk and allows views through the structure and into the corridor. The design will be developed to further refine the linear quality and materiality. It is also acknowledged that the visual impact of the taller components would be reduced somewhat by the use of a simple metal railing, allowing partial views through spaces between the balustrades.

Significant elements and fabric would be generally retained. Where the removal of significant fabric is proposed, opportunities to mitigate the loss have been explored. The retention of elements of the railway track in key locations would help to conserve the heritage significance of the place and its legibility. The removal of rail tracks and infrastructure diminishes some of the place's legibility and heritage values, creating a greater need to retain the open linear character of the rail corridor and its extended views so that its former function is not further obscured. The removal of sections of original and early railway track is unlikely to impact on any archaeological deposits as the history of reconfiguration of the railway alignment means deposits are unlikely within the rail formation. However, archaeological remains, deposits or features such as footings, filled-in pits, building materials or discard materials have the potential to be impacted by landscaping activities which occur outside the rail formation, and mitigation measures will need to be applied to reduce the risk of harm (Section 9).

The allocation of turnouts to tourist and heritage railway organisations is also regarded as a positive and appropriate step towards the conservation and adaptive re-use of significant fabric. The removal of the Colorbond sheds has further enhanced the character of the corridor, improving views to and within it, and the visibility of heritage buildings.

7.4 Carpark works adjacent to H1571

Extension and upgrade of the carpark

The new carpark would formalise the existing bays, provide approximately 30 additional bays, and upgrade surfaces and kerbs. This change would improve the accessibility, amenity and safety of this area and support the increased public use and sustainability of the Korumburra Railway Station Complex.

The proposed carpark is generally contained within the existing carpark footprint and has been planned to be visually unobtrusive. Overall, the scale and form of the proposed extension and upgrade would have a negligible impact on the place's setting and layout. The linear arrangement of the carpark would be sympathetic to the character of the rail corridor, and the low profile of the development would ensure visual impacts are minimal and that views along the corridor would not be significantly impacted.

The existing section of the carpark that is included within the HO18 area, adjacent to the Goods Shed, is a potential risk to the significant physical fabric of the Goods Shed. There are currently informal parking spaces abutting the rear of the shed (Figure 7.1). While the lower platform of the Goods Shed comprises a robust concrete and steel structure, additional protection from impact can be provided. SGSC have advised that they propose to install wheel stops or bollards to protect the shed and continue to use the space for

parking. Consideration should be given to developing the design to communicate the design intent for this zone.

Figure 7.1. Southwest elevation of the Goods Shed abutting carpark.

Landscaping has been designed to help disguise and subdue the contemporary appearance of the carpark development, especially when viewed from the former station platform. The use of plants and large deciduous trees to help screen the carpark is considered appropriate and is supported from a heritage perspective.

Archaeology within the VHR extent

The assessment of the impacts of the carpark and associated works against potential archaeological features and deposits are discussed separately in the Consent Supporting Documents as they are occurring within the VHI boundary.

Recommendations

Documentation outlining the protective measures to the rear of the Goods Shed to mitigate the risk of damage to heritage fabric should be provided.

Summary

Based on this assessment, the proposed carpark upgrade and extension, partially located within HO5 and HO18, is generally supported from a heritage perspective.

The assessment of the impacts of the carpark and associated works against potential archaeological features and deposits are discussed separately in the Consent Supporting Documents.

7.5 Recreation area works adjacent to H1571

The proposed design provides public facilities and activates the spaces to the southeast of the Station Building. The potential impacts of the elements in the recreation area located to the southeast of H1571 are limited to visual impacts on views and vistas, and unsympathetic materiality.

Removal of existing fabric

Demolition of the existing playground and fence would not adversely impact Korumburra Station Railway Complex's heritage values. Neither the playground, toilet block, picnic shelter nor the fence have recognised heritage values, and their design does not enhance the setting or experience of the place.

The proposed skatepark, multi-purpose court, play space, footpaths, turntable sunken garden and future picnic area/public amenities would provide upgraded recreational facilities and support increased youth and community engagement with the place.

The removal of railway tracks is discussed in Section 6.4 of this report.

Construction of the multi-purpose court

The proposed multi-purpose sports court would be partially within the HO5 area and immediately adjacent to the southeast boundary of H1571.

A buffer of existing and proposed trees and landscaping helps to screen and create a buffer between the new development and heritage fabric of the adjacent VHI building within H1571. This buffer space reduces the visual impact of the multi-purpose court and helps to ensure that the heritage quality of the adjacent building is retained. Additionally, the predominantly flat nature of the multi-purpose court and the set back of the goal tower ensures there is no visual intrusion to views along the rail corridor.

With its contemporary form and materials, the multi-purpose court would be clearly recognisable as a new addition and readily distinguishable from the heritage fabric. This complies with Article 22.2 of the Burra Charter.

The key ground surface would be a natural grey concrete finish which would be relatively recessive in the landscape and sympathetic to the setting, helping to reduce the visual impact of the court.

The basketball/netball tower would consist of a galvanised steel post and a semi-translucent backboard. This, along with its setback position, would help to reduce the visual impact of the overall structure and its height. It would not impede views along the rail corridor.

The 3D visualisation provided confirms that the visual impact of the multi-purpose court would be limited.

Construction of the play space

A new railway truck/coal loader themed playground is proposed within the public recreation area. The footprint and location of the play space would follow the curve of the rail trail and provide a key opportunity for railway-themed interpretive elements to be embedded in the landscape. The colours and materiality will be selected to be sympathetic to the character of the complex and visually recessive. Built elements would be clearly recognisable as new additions and distinguishable from the heritage fabric; they would not impinge on key lines of sight or detract from the overall setting and understanding of the place as a historic railway complex. The pathways through the play space have been designed to be DDA compliant.

Construction of the picnic shelter and public amenities

The picnic shelter and public amenities will be part of a future design/construct contract. In line with Burra Charter principles, the design will be contemporary and the materiality is intended to consist of natural finishes which do not obscure the cultural significance of the place or detract from its interpretation. The location is set back from the rail corridor to minimise any disruption to views along the rail corridor and towards the station buildings. The siting may partially obscure the view of the Goods Shed when approaching along the GSRT from the southeast; however, this would be mitigated by the curve of the path around the play space which opens the view towards the Goods Shed.

Reconfiguration of the turntable element

The works around the turntable provide an opportunity to retain connections through the site from the area of the VHR via pathways through to the turntable element. The retention of rails, interpreted within the pathways and through garden beds, would assist with the understanding of the connection between these elements and encourages interaction via a bridge over the turntable basin. This would serve to communicate the heritage values of the place via the use of interpretation. It is recommended that the design of the fence surrounding the turntable basin be refined to provide a level of transparency. A refined and contemporary design based on a type-4 fence (wire mesh),

could be a way to preserve views toward and into the basin, and differentiate between the balustrade of the bridge across the basin.

Archaeology within the VHR extent

The assessment of the impacts of the public facilities and associated works against potential archaeological features and deposits are discussed separately in the Consent Supporting Documents as they are occurring within the VHI boundary.

Recommendations

- A broader interpretation plan for the site should be developed which would include the development of content and design for this element and identify other opportunities for interpretation.
- The final design, scale and materiality of the picnic shelter and public amenities block should be considered to ensure a sympathetic approach to the heritage character of the precinct. The design of these elements should be contemporary, clearly recognisable as new additions and distinguishable from the heritage fabric. They should be sited carefully to ensure key views and vistas are not obscured.
- The final fence balustrade design for the turntable should be developed and confirmed.
- The final colour selections for the skatepark should be confirmed to ensure the tones are muted and do not adversely affect the setting.

Summary

The potential impacts of the recreation area have been addressed with careful design considerations and iterative heritage advice to ensure the design of elements outside the VHR respects the character of the place and does not distract from the understanding of the place as a former railway precinct. Heights of elements has been considered to ensure that key views and vistas are not obstructed. Materiality has been selected to be visually recessive with soft and muted tones to ensure these new elements do not compete with the overall setting. Elements close to the boundary of the VHR would allow a sufficient buffer to reduce their visual impact.

The designs are contemporary in form and materials, clearly recognisable as new additions and distinguishable from the heritage fabric. 3D visualisations have been provided to communicate how these buildings are located within the setting of the Korumburra Railway Station Complex and how they may impact on views along the rail corridor.

Similarly, the multi-purpose court has been designed to be visually recessive with the use of a natural concrete colour for the surface and a set back and partially translucent basketball/netball tower.

The play space and the turntable sunken garden would provide opportunities for engagement and represent interpretive elements which would help connect the recreation area to the theme of the railway corridor by utilising heritage fabric and interpreting railway infrastructure and rolling stock. The pathways and landscaping would be continuous and provide a connection between this area and the area of the VHR to ensure a visual continuity along the rail corridor.

The upgraded recreational facilities would encourage youth and community engagement with the place and have potential to enhance visitors' experience. It is considered that changes arising from the proposed Korumburra recreation area development are reasonable and constitute an acceptable heritage impact.

The assessment of the impacts of the public facilities and associated works against potential archaeological features and deposits are discussed separately in the Consent Supporting Documents.

8 Reasonable and economic use

The development of the railway corridor as part of the GSRT extension would ensure a future use of a place which is no longer used for its original purpose. The proposed works would encourage visitors to engage with the Korumburra Railway Station Complex and its heritage values. The proposed changes are reasonable and well considered. The activation of the historic complex would enhance the public profile and viability of the place, with new public facilities increasing visitor engagement. Extending and upgrading the existing carpark would further benefit the site by improving amenity and accessibility. The installation of lighting and pathways would contribute to improved public access and safety.

The current disused nature of the precinct is a potential risk to the heritage values of the place. At present the Korumburra Railway Station Complex is an underutilised and neglected area. Remnant rail infrastructure and vacant buildings at the site are potential risks to visitor safety and impede accessibility. The proposed works would mitigate these issues and facilitate the place's adaptive re-use with minimal impact on the significant fabric. The would also provide for ongoing maintenance of the facilities and landscape. This complies with Heritage Victoria's *Principles for considering change to places in the Victorian Heritage Register* (2022), which states:

> Do as much as necessary to care for a place to make it useable, but otherwise change it as little as possible so that its significance is retained.

The aim of the GSRT project is to improve the tourism profile and economic potential of the South Gippsland region. Within its local context, the Korumburra extension would promote increased community use. It would facilitate greater accessibility between the northeast and southwest sides of the rail corridor and connect the station complex to the commercial strip along the South Gippsland Highway. It is anticipated that this would support the ongoing viability of the place and the dissemination of its heritage values, aligning with and supporting the restoration and place activation works being undertaken at the Korumburra Railway Station building and platform by others. There is an opportunity to enhance the appreciation of visitors and locals of the place's heritage significance through heritage interpretation.

On balance, the proposed works support the aim of making the Korumburra Railway Station Complex a useable space with minimal impacts on its significance. The activation and adaptive re-use of the place necessitate some degree of change. The proposed works reflect careful planning and the consideration of heritage values.

9 Management and mitigation measures

The proposed GSRT extension path, landscaping works, carpark extension and upgrade, and recreation zone would contribute to the sustainability and revitalisation of the place. With the expected increased usage of the site and higher volume of visitors, there is a need to plan for careful management and mitigation measures to avoid potential risks to the heritage values of the place.

The following section identifies potential risks based on the assessment of preliminary documentation and provides guidance for management measures.

9.1 Archaeological induction

All staff and contractors involved in the works are to attend an archaeological induction prior to the commencement of works.

The induction must summarise the type of archaeological material which may be discovered, the process of reporting a discovery and the relevant provisions of the Act. The induction must include images of examples of archaeological material that may be uncovered.

The induction can be provided a by qualified archaeologist in person, online or a via recorded video.

9.2 Unexpected finds and notifications protocol

If archaeological objects or features are identified within the project area at any time before, during or after the works, the following process must be followed.

It is expected that for the majority of finds work could proceed soon after the initial notification by the contractor (Table 9.1).

9.2.1 Discovery

- If suspected archaeological objects or features are discovered, all activity within a one-metre buffer must stop.
- The suspected archaeological objects or features must be left in place and protected from harm or damage.

- SGSC must ensure a barrier (such as fencing or a tarpaulin) is erected around the buffer for the suspected archaeological object or feature within one working day of its discovery.

9.2.2 Notification

- SGSC must be notified of any suspected archaeological object or feature by the site manager immediately.
- The archaeologist listed on the Consent must be notified by the site manager or SGSC within one working day of the discovery of a suspected archaeological object or feature. This notification can be via phone, text or email. A photograph of the suspected archaeological object or feature must be provided to the archaeologist. The photograph must include a scale or an object for scale. A location of the suspected archaeological object or feature must also be provided.
- SGSC must notify Heritage Victoria of the unexpected find following the archaeologist's assessment (see steps below).

9.2.3 Assessment

- The archaeologist listed on the Consent must fully assess the significance of the find and, if required, attend and make a detailed record of the archaeological objects or features.
- The archaeologist listed on the Consent must advise Heritage Victoria and make recommendations in relation to the appropriate management of the archaeological objects or features.

9.2.4 Impact mitigation and/or salvage

- If the archaeological objects or features are assessed by the archaeologist listed on the Consent in consultation with Heritage Victoria to be of high significance an archaeological excavation may be required. The methodology for the excavation will be determined by the archaeologist listed on the Consent in consultation with Heritage Victoria.
- The activity may recommence within the one-metre buffer area once this is confirmed by Heritage Victoria

Table 9.1 Unexpected finds and notifications protocol.

Type of find	Significance*	Artefact management
In situ remains of station buildings or	High	Stop works in the area. Contact the archaeologist on the Consent.

Type of find	Significance*	Artefact management
structures such as inspection pits		Contractor to take photographs, with scales, of the feature. Archaeologist will then record the element on-site. Elements are to be retained where feasible.
Artefacts associated with railway infrastructure (eg nails, sleepers, industrial items)	Moderate	Cease work in the area. Contact the archaeologist on the Consent. Contractor to take photographs, with scales, of the feature. Contractor to take measurements of the feature. Archaeologist will then evaluate the deposit/artefact to determine if they are significant.
Artefacts associated with Victorian Railway workers (eg Victorian Railway branded crockery, buttons or other branded paraphernalia, clay tobacco pipes)	Moderate	Cease work in the area. Contact the archaeologist on the Consent. Contractor to take photographs, with scales, of the feature. Contractor to take measurements of the feature. Archaeologist will then evaluate the deposit/artefact to determine if they are significant.
Artefacts associated with use of the rail (e.g. tickets, personal items)	Moderate	Cease work in the area. Contact the archaeologist on the Consent. Contractor to take photographs, with scales, of the feature. Contractor to take measurements of the feature. Archaeologist will then evaluate the deposit/artefact to determine if they are significant.
Other artefacts	Low to moderate	Cease work in the area. Contact the archaeologist on the Consent. Contractor to take photographs, with scales, of the feature. Contractor to take measurements of the feature. Archaeologist will then evaluate the deposit/artefact to determine if they are significant.

* High significance: in situ deposits with a high research potential.

Moderate significance: moderately disturbed contexts or artefacts and features with a questionable integrity and a moderate research potential.

Low significance: disturbed, imported fill or modern demolition contexts, or artefacts and features with a limited research potential.

9.2.5 Archaeological monitoring—lighting, signage, benches, tables and bike racks

Archaeological monitoring must be undertaken by the archaeologist listed on the Consent during the initial ground-breaking work for the installation of lighting, signage, benches, tables and bike racks. Once it has been determined by the archaeologist that there is no potential for archaeological features or deposits, monitoring may cease.

If archaeological deposits or remains are uncovered, these are to be recorded, photographed and its location recorded using a Differential Global Positioning System (DGPS).

High-resolution recording is to occur as guided by the heritage management protocols for archaeology of high and moderate significance (see Appendix 1 in the Consent Supporting Documents).

Low-resolution recording is to occur as guided by the heritage management protocols for archaeology of low significance (see Appendix 1 in the Consent Supporting Documents).

The objectives of the monitoring would be to identify construction materials, chronology of archaeologically discovered remains within the Korumburra Railway Station Complex and to record artefacts which may provide insights into the activities that took place there.

This monitoring will be carried out with the understanding that any structural remains will only be removed after the archaeologist is satisfied that the recording undertaken is sufficient.

9.2.1 Recording of features

If remnant features such as brick-lined pits or stores cannot be retained, an archaeologist is to record, photograph and use a DGPS to record their location.

9.2.2 Archaeological watching brief

Apart from the removal and ground preparation works associated in the VHI area, it is unlikely that archaeological deposits will be disturbed during the works in the VHR as there will be minimal ground-breaking activities. As such, an archaeologist is not required on-site for the majority of the works.

The contractor is to notify an archaeologist at least two working days before the proposed works are to begin and within one working day if items of potential archaeological significance are uncovered. The unexpected finds and notifications protocol (Table 9.1) must be followed in the event that archaeological objects or features are identified.

9.3 GSRT extension and recreation area

The proposed changes to the railway corridor surface are aimed at improving the health and safety of visitors.

Consideration has been given to the relocation of significant fabric scheduled for removal, including the allocation of turnouts to tourist and heritage railway organisations. This helps to ensure that significant fabric is appropriately managed and cared for off-site.

The inclusion of interpretation at the site presents significant opportunities to mitigate any demolition or relocation of significant fabric. The currently proposed landscape design interprets the layout and alignment of the rail tracks as follows:

- The main alignment of existing rails is to be retained; they are to be infilled with compacted gravel and paving to form a path. This solution preserves the understanding of the rail corridor by retaining existing rail closest to the station platform and elements of the railway track in key locations. Sections of branching tracks and signals are also being retained.
- The alignment of paths within and outside the VHR area follows the former orientation of railway tracks. This will assist in interpretation of the former railway tracks and provide for views to and from the site along the rail corridor.
- Interpretive elements in play areas outside the VHR in the form of railway-themed play equipment are included and positioned adjacent to the rail corridor alignment.
- Inclusion of interpretive elements including rail tracks in the skatepark

Where rail and associated equipment such as points levers have been removed, attempts have been made to re-use them elsewhere and interpret them on-site to enhance visitors' understanding of the historical layout and use of the place. The railway fabric proposed for retention, including rails and signal levers, has been integrated into the design carefully to avoid becoming potential trip or fall hazards. Where removal works are proposed, care has been taken to rectify and restore the land with grassed areas, garden beds and trees.

Structural engineering advice

The remedial works to the pedestrian underpass and the works relating to access, such as the new stairs in the vicinity of the arched tunnel entrance, are intended to ensure the maintenance, protection and ongoing safe use of the underpass. A structural engineer has provided design for the stairs that are considerate of the underpass structure to ensure that no impact to heritage values will result.

Recommendations

Landscape maintenance program

A landscape maintenance program should be developed to ensure that the remnant fabric does not become concealed by overgrowth or become unsafe to cross.

Goods Shed

A plan should be prepared, implemented and monitored to ensure that there is no damage to the Goods Shed from the increased usage of the carpark and adjacent community recreation facilities.

The section of the carpark abutting the Goods Shed is a potential risk to the heritage fabric. The protection of the heritage fabric of the shed should be a high priority and could be managed by the inclusion of a landscaped area buffer zone to the rear of the Goods Shed and protected from the risk of vehicle strike by kerbs or bollards.

Lighting installation

SGSC plans to install lighting which will help to ensure that the carpark area does not become unsafe or attract anti-social behaviour. Further lighting installation is to be confirmed by SGSC.

Interpretation strategy and plan

A strong interpretation strategy and plan should be developed for the precinct which allows for the provision of on-site interpretation of the former function, extent and operation of railway infrastructure. It should be implemented to mitigate the loss of significant fabric and the original use of the place. This could include early photographs and plans, reinforcing the understanding of the original rail track alignment so that heritage values are transmitted and made meaningful to visitors.

Photographic record

A photographic record of the place and of significant elements to be removed should be undertaken prior to the commencement of works by a photographer who has experience in Archival Heritage Recording. The selection of a photographer experienced in archival recording ensures that the photography will be undertaken in line with Heritage Victoria's technical note *Specification for the submission of archival photographic records.*

Geofabric laydown

In order to reduce the potential disturbance to archaeological features by machinery and vehicles during the proposed works, geofabric (or equivalent) should be laid on access tracks and laydown areas prior to the commencement of works. The geofabric can be removed once the proposed works are completed.

10 Summary of impacts and conclusion

The proposed development works to the Korumburra Railway Station, Korumburra, constitute an acceptable heritage impact on H1571. The proposed changes would support and facilitate the ongoing use of the place with an acceptable impact to the heritage fabric and setting.

The proposed works within the area of the VHR are generally considered to be acceptable. The development of the railway corridor as part of the GSRT extension and proposed recreational facilities would make the place usable and encourage visitor engagement with the Korumburra Railway Station Complex and its heritage values. Attention has been given to interpretation and maintaining views and vistas to and from the station and along the rail corridor. The design of details and junctions between proposed new elements such as ramps and stairs around the underpass should be developed further to ensure the impact on built fabric is minimal and appropriate.

The activation of the place is a positive outcome which will draw people to the location.

Based on this assessment, the proposed demolition of the Freight Gate and the play area (adjacent to H1571 boundary) constitute a negligible impact to the place's heritage values. The removal of railway tracks would have an adverse impact on the heritage values of the place, some of which has been mitigated by the retention of rail elements at key locations. Evidence suggests that the track layout at Korumburra Railway Station Complex has been subject to change throughout the history of the site, so there are precedents to support the removal of some of the track and infrastructure. The selective retention of railway tracks, signal levers and the turntable provide a representative example of the former function and use of the place and layout of the railway tracks. This would help to ensure that the former use of the place remains legible. The levers to be retained should be clearly identified on the demolition plan.

There is an opportunity to retain and recognise the values of the place through the development and implementation of a heritage interpretation strategy that focuses upon the original and early layout of the tracks and railway infrastructure and their significance.

Structural elements that are to be introduced generally appear to be clearly distinguishable from the original heritage fabric. Materials and finishes would be generally compatible with the existing cultural values, and architectural and landscape characteristics, of the H1571 area.

Attention should be given to developing the design and documentation of elements within the VHR which have not yet been resolved to ensure these do not constitute a detrimental impact. Developed documentation should be provided to clearly indicate the proposed ramps connecting to the station platform. Documentation is required to clearly communicate the works which may affect the heritage fabric of the underpass, including resurfacing. Further design development and documentation of the skatepark is required to ensure that the final developed design of the skatepark is sympathetic to the heritage values of the place. Materiality and design of the skatepark provides an opportunity for interpretive elements to be embedded in the design which should be recessive and not detract from the aesthetics of the goods shed, station building and platform and the rail corridor.

The planning permit applications for works in the areas covered by local heritage overlays will be submitted separately for statutory consideration by SGSC at a later stage. The combined or cumulative impacts of the proposed path, carpark and recreation area, and the landscape design for the corridor, has been considered and assessed together to develop an understanding of the proposed development of the site as a whole.

The proposed new works have been carefully designed to respond to the existing context and setting. The GSRT path, recreation area and carpark extension would be visually discreet additions overall, with a low physical impact to the built heritage elements, views and setting of the complex. They would maintain a deferential relationship to the Station Building, associated structures and the open linear character of the railway corridor.

The majority of proposed works within the VHR area are unlikely to impact subsurface historical archaeological deposits for the following reasons:

- The shared path will be constructed on top of existing ballast material on the alignment of the existing railway, with no ground-breaking works.
- Works to clear culverts and drains are a continuation of maintenance works that have been occurring regularly over the life of the railway.
- Railway tracks (which have been reconfigured in the past) are to be removed and retained in part for interpretive usage.

However, the installation of features such as lighting, signage, benches, tables and bike racks have the potential to disturb subsurface archaeological features and deposits. To ensure the information they can impart is not lost, archaeological monitoring when these works are occurring is to be carried out. Other mitigation measures to reduce impacts to the ground such as the laying of geofabric should be applied.

With the implementation of the mitigation and management measures, the impacts of the proposed works in the VHR area on the cultural values of potential archaeological remains are expected to be low.

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Appendix A – Context report

Context, Korumburra Railway Station Heritage Assessment, prepared for South Gippsland Shire Council, 26 August 2020

CONTEXT

Korumburra Railway Station

Heritage Assessment

Report prepared for South Gippsland Shire Council

26 August 2020

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Report Register

The following report register documents the development and issue of the report entitled Korumburra Railway Station—Heritage Assessment, undertaken by Context in accordance with its quality management system.

Job No.	Issue No.	Notes/Description	Issue Date
2596	1	Draft Heritage Assessment	17 July 2020
2596	2	Final Heritage Assessment	26 August 2020

Quality Assurance

The report has been reviewed and approved for issue in accordance with the Context quality assurance policy and procedures.

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Acknowledgement of Country

Context acknowledges the Bunurong people as the Traditional Custodians of the land on which the Korumburra Railway Station Complex is located and pays respects to their Elders past, present and emerging. We acknowledge and respect their continuing culture and the contribution they make to the history and life of this site and wider region.

Contents Page

1.0 Introduction

1.1 Purpose of this report

This Heritage Assessment has been prepared for South Gippsland Shire Council to assess and advise on the heritage significance of the Korumburra Railway Station Complex. The report provides detailed information that will enable Council to develop a close understanding of the place's heritage values and make informed decisions regarding the design development of the section of the proposed Great Southern Rail Trail (GSRT) that is to pass through the Station site.

GML Heritage Victoria Pty Ltd (trading as Context) were engaged by South Gippsland Shire Council in May 2020 to provide heritage advice regarding the removal of heritage fabric and developments to the area as part of the proposed Great Southern Rail Trail (GSRT) Extension Project. The advice is intended to inform design development and ensure that the heritage values of the site are not negatively impacted by proposed works.

This report includes an assessment of the relative significance of different elements of the site, discussion regarding heritage constraints and opportunities associated with the site and provides heritage guidelines for future developments pertaining to proposed works.

This advice draws on previous reports prepared for the site including: the *Korumburra Master Plan and Community Hub Preliminary Arboricultural Report* (2019); the *Korumburra Community Hub Masterplan Report* (2018); the *Korumburra Station Master Plan Site History—Preliminary Draft* (2018); and the *Korumburra Railway Station Heritage Impact Assessment* (2008)

While the designs for the proposed works have not yet been finalised, this report considers works proposed to date in the development of guidelines for the site. The report will form a basis for Heritage Impact Statements to be prepared to accompany Heritage Permit and Planning Permit submissions for the project once the design has been resolved.

1.2 Subject Site

The Korumburra Railway Station is located on Station Street, Korumburra, in South Gippsland, Victoria.

The study area comprises a section of the former South Gippsland line railway corridor and associated complex of buildings and rail infrastructure, including point levellers, turntable, signals and carriages. The linear stretch of land runs in an approximately northwest-southeast direction. It is abutted by Station Street to the northeast and South Gippsland Highway to the southwest. The corridor intersects with Warragul Road to the northwest and Bridge Street to the southeast (Figure 1).

The majority of structures identified as having heritage significance are located on the northeast side of the railway corridor. This includes the Station building, Platform Store, Way and Works Depot, Plumber Store, Victorian Railways Institute (VRI) Building. Other works and depot sheds are located on the north-eastern stretch of land. The site also includes a large Colourbond Locomotive Shed (built c.1990) on the northern side of the railway corridor, and on the south a Colourbond Carriage Shed (built 2012) Freight Centre open area (built c.1984), Brick Toilet Block, BBQ Shelter and Play Area abutting a carpark accessed from the South Gippsland Highway.

The site runs parallel to the commercial strip that lines the South Gippsland Highway (Commercial Street) to the southwest and is connected to this central area of Korumburra via a carpark and underpass.

Figure 1. Aerial view of the former Korumburra Railway Station showing the study area boundaries (indicated in red). Entry to site from carpark off South Gippsland High way indicated in blue. Underpass entries indicated in yellow. (Source: South Gippsland Shire Council with Context annotation)

1.3 Heritage Context

The Korumburra Railway Station Complex is identified as having heritage significance at local and state levels.

It is included on the Victorian Heritage Register as VHR 1571 for its architectural and historical significance.

The Railway Station Complex is included in the South Gippsland Planning Scheme Heritage Overlay (HO5 and HO18) for its Historical (AHC criteria A and D), Aesthetic (AHC criteria E and F) and Social (AHC criteria G) significance.

1.4 Methodology

In May the project team commenced background research to develop a sound understanding of the site. This involved compiling and reviewing key primary and secondary documentary sources to understand its history and its planning and statutory context. Proposed plans and developments were surveyed as part of this review. A site survey of the Korumburra Railway Station was undertaken by Context personnel on 27 May 2020. Two Context personnel met with Council members onsite and conducted a survey of the study area on foot.

The scope of works did not allow for extensive additional primary research to be carried out and so this report has relied upon existing secondary sources listed in the reference list in section 7.0 of this report.

1.5 Acknowledgments

The assistance of the following people is gratefully acknowledged:

Luke Jones, South Gippsland Shire Council

Jareth Goss, South Gippsland Shire Council

1.6 Constraints

Community and Traditional Owner consultation did not form part of the scope of works of this Heritage Assessment.

Due to the government regulations associated with the COVID-19 outbreak, historical research was limited to online sources, documentary records Context had to hand, or material provided by Council. Due to temporary closures of repositories, such as the State Library and the Public Records Office Victoria, archival research was not undertaken.

External visual inspections were carried out from the ground. No internal inspections were undertaken.

The scope of the Heritage Assessment did not provide for assessment of impacts on Indigenous heritage values or any historical archaeology investigations.

1.7 Author Identification

The report was prepared by Kim Roberts, Associate, Rosalie Mickan, Heritage Consultant, and Juliet Berry, Graduate Consultant, Context.

1.8 Images

Except where indicated all images have been taken by Context during fieldwork undertaken in May 2020.

2.0 Historical overview

Prior to the arrival of Europeans, the area surrounding Korumburra was home to the Bunurong people. This land they called Country was a diverse and resource rich landscape with abundant water sources as well as elevated rises suitable for camping places. The rich diversity of flora and fauna of the local environment would have been utilised by the Bunurong people.[1]

European settlement in Gippsland was driven by pastoral interests in the early colonial period (c.1840-1850s) but it was the discovery of coal at Coal Creek in 1878 that fuelled growth in South Gippsland.[2] Coal mining exploration and operations resulted in the establishment of towns such as Korumburra by bringing industry and workers to the region. Before the discovery of coal in South Gippsland, Victoria was reliant upon coal imported from Newcastle, New South Wales. Importing coal was expensive, and the availability of local coal from South Gippsland was significant to Victoria's development.

The connection of rail was critical for Gippsland's prosperity and growth and to facilitate the coal industry. The completion of the Gippsland Railway in 1879 (Melbourne to Sale) enabled ready access from Melbourne to Gippsland, but it was the establishment of the Great Southern Rail (later known as the South Gippsland Rail Line) across the Koo-Wee-Rup swamp to Port Albert, built between 1888 and 1892, that provided a reliable and efficient mode of transport between Melbourne and South Gippsland.[3] Construction of the Korumburra Railway Line commenced in 1891.[4] The Great Southern Railway project was implemented under the ambitious and controversial *Railway Construction Act* 1884 that sought to double the extent of the Victorian Railway Network. The Act authorised the creation of 66 separate lines built to a radial pattern. This led to the Act being colloquially known as the 'Octopus Act'.[5]

In its early years, Korumburra Station comprised several Victorian Railways standard 12' x 20' timber portable buildings.[6] Soon after its establishment the Korumburra line was connected to surrounding coal branch lines including Loch (1891); Leongatha (1892); Coal Creek (1892); Jumbanna (1894); and Outtrim (1896). A two track Loco Depot was constructed c.1895, located southeast of the turntable, roughly where the Colourbond Locomotive Shed is presently sited.

[1] Nelly Zola and Beth Gott 1992, Koorie Plants, Koorie People: Traditional Aboriginal food, fibre and healing plants of Victoria, Koorie Heritage Trust, Melbourne, pp. 1-5.

[2] 'Korumburra', Victorian Places: https://www.victorianplaces.com.au/, accessed 10 June 2020.

[3] 'Gippsland', Victorian Places: https://www.victorianplaces.com.au/, accessed 10 June 2020.

[4] David Helms Heritage Planning + Management 2008, 'Korumburra Railway Station Heritage Impact Assessment', prepared for South Gippsland Shire Council.

[5] 'Railways

[6] Quadratum Architecture 2018, 'Korumburra Station Master Plan Site History—Preliminary Draft', prepared for South Gippsland Shire Council.

Figure 2. The rail yard and station in 1893. Photomechanical print published by David Syme and Co. (Source: State Library Victoria: Illustrated Newspaper File, Accession no.: IAN01/05/93/20)

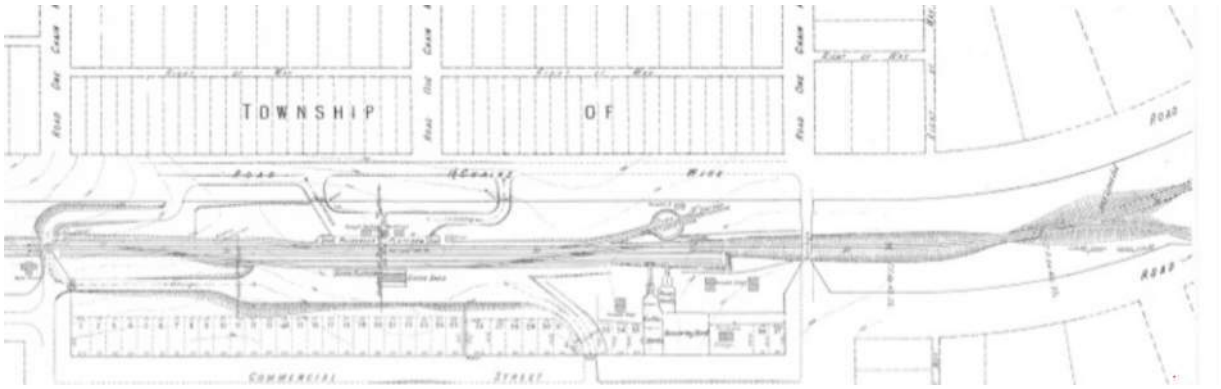

Figure 3. Plan showing layout of the station in 1893. (Source: Quadratum Architecture 2018)

Figure 4. Korumburra Railway Station in 1895. (Source: Public Records Office Victoria, VPRS 12800 P1, H2755)

By 1900, a larger weatherboard building had been constructed at Korumburra Station along with five standard portable buildings along the platform.[7] Nearby mines drove business through the town of Korumburra as the rail line transported large quantities of coal. In 1901 the Korumburra Butter Factory

[7] Quadratum Architecture 2018.

opened. The factory—which operated until 1975—manufactured dairy butter and cheese and contributed to the economic livelihood of Korumburra. As the town developed and population grew there was increased demand from local residents to construct a new station building fit for the heavy traffic and usage the site facilitated.[8] In response to agitation for new station facilities, Victorian Railway officials visited Korumburra Station in 1899 and estimated that the construction of a new station would cost £10,000.[9] The officials proposed an alternative location for the station, closer to the Melbourne end of the platform on the Station Street side of the railway corridor.[10]

Figure 5. (Above) Extract from photograph showing Korumburra rail yard c.1890-1900. Note the early weatherboard station building (middle ground, left) and original Goods Shed location (middle ground, right). (Source: State Library Victoria: Pictures collection, Accession no: H13266)

Figure 6. (Left) Korumburra Station gangers and station staff standing at platform c.1900s. (Source: South Gippsland Shire Council)

The Railway Department laid the foundations for the new station in 1906.[11] George Vincent was awarded the building contract for the station in 1907 and construction works promptly commenced.[12] The new station was completed in May 1908 to the design of Charles Norman. The old tracks were subsequently removed, and new train tracks were laid in the following months.[13]

[8] Quadratum Architecture 2018.

[9] *Great Southern Advocate* 30 June 1899:3.

[10] Quadratum Architecture 2018.

[11] Quadratum Architecture 2018; Hermes record for 'Korumburra Railway Station Complex', South Gippsland Shire, accessed 10 June 2020.

[12] Victorian Government Gazette, 1907 74, 19 June 1907:2652.

[13] *Argus* 30 May 1908:5; *Argus* 14 August 1908:3.

The new Korumburra Station building was larger than the original weatherboard building and executed in the fashionable Queen Anne style. Its fine architectural detailing and materials reflected the importance of Korumburra at the time as a major station on the Great Southern Rail line. The underpass appears to have been constructed around the same time as the station enabling pedestrian access to the busy station from Commercial Street (see Figure 9). Improvements to the station contributed to the development of the town and its elevated status at the turn of the century. Other examples of fine architecture constructed around this time include the Korumburra Post and Telegraph Office (1904) and the grand Victoria Hotel (1903). The prosperity of the area was also reflected in the establishment of a dairy factory in Korumburra in 1901 which had a life span of 70 years.[14] A description of Korumburra from the 1903 Australian Handbook illustrates the development of the town during this period of prosperity and growth:

> *Korumburra a post-town, with money order telegraph office and savings bank … It is a station on the Great Southern Railway and junction for Jumbunna and Outtrim line. Hotels: Korumburra and Austral. There is a State school (No. 3,077), court-house, National Bank, Bank of Australasia, Mechanics' Institute, with good lending library, co-operative butter factory, three coffee palaces, and a number of tradesmen. There are Wesleyan, Church of England, Roman Catholic, Presbyterian, Baptist places of worship, and Salvation Army Barracks. Town is lighted with Kerosene. Splendid water supply … There are Masonic, I.O.O.F. [International Order of Odd Fellows], I.O.G.T [International Order of Good Templars], I.O.R [Independent Order of Rechabites], I.O.F [International Order of Freemasons], A.N.A [Australian Natives Association], and Miners' societies. Fire brigade and village settlements within a radius of three miles. In the district agricultural, pastoral, dairying and coal-mining pursuits are followed. Coal is found everywhere in the locality. The prospects of the coal-mining industry are most brilliant. The principal mine at work in the township is Coal Creek Propriety… a line of railway connects these mines with the town, and with Jumbunna, 3 miles, and Outtrim 5 miles distant.*[15]

By the mid-1900s coal sources at Jumbunna, Korumburra and Outtrim were in decline. This significantly impacted the Victorian Railways, which had been reduced to burning wood for locomotive fuel.[16] After the discovery of coal seams at Powlett River plains in 1908 coal mining started at Wonthaggi. Reliance upon the small local mines dotted around Korumburra subsequently diminished and the volume of coal passing through the station reduced. A railway line from Nyora to Wonthaggi opened in 1909 and Gippsland's mining population decreased as miners moved away to areas with better employment

[14] 'Korumburra', Victorian Places..

[15] 'Korumburra', Victorian Places.

[16] 'Wonthaggi', Victorian Places.

prospects such as Wonthaggi.[17] In 1910 the State Coal Mine opened at Wonthaggi which serviced Victorian Railways locomotives.[18]

Figure 7. Platform elevation of the Korumburra Station, 1908. (Source: Quadratum Architecture 2018)

Figure 8. Postcard entitled 'New Korumburra Station', 1910 viewed from the southeast, Station Street. (Source: State Library Victoria: Dan Clifton Collection, Accession no.: H84.233/184)

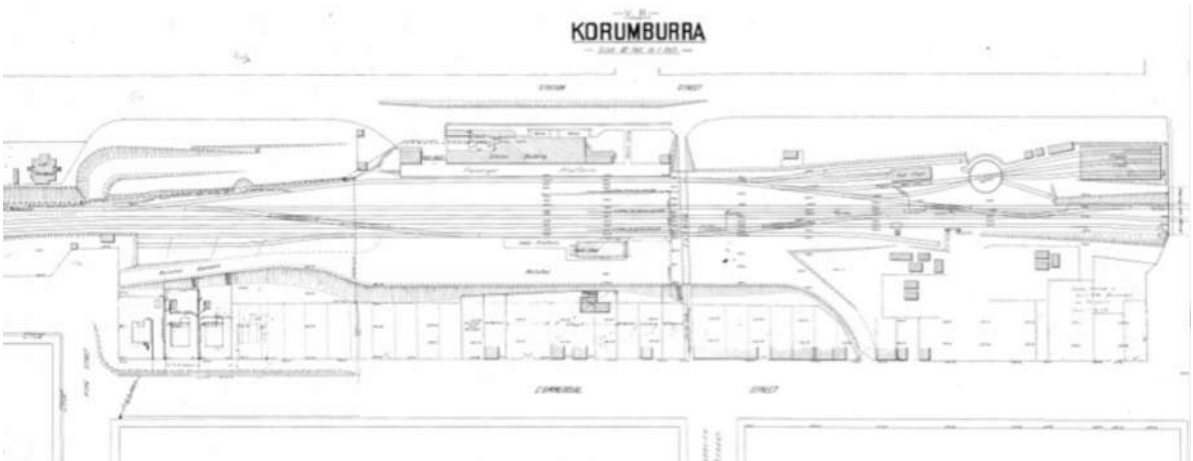

Figure 9. Plan showing layout of station in 1910, note the original location of the Goods Shed, opposite the main Station Building. (Source: Quadratum Architecture 2018)

[17] 'Wonthaggi', Victorian Places.

[18] 'Wonthaggi', Victorian Places.

In 1912 the Railways department replaced the earlier 1891 53-foot turntable with a 70-foot standard turntable.[19] The 53-foot turntable operated K, J, D3 and Y class locomotives, while the 70-foot turntable accommodated the larger R, S and X class locomotives.

Figure 10. After 1912 facing southeast with Bridge Street overpass in background (right), not dated. (Source: South Gippsland Shire Council)

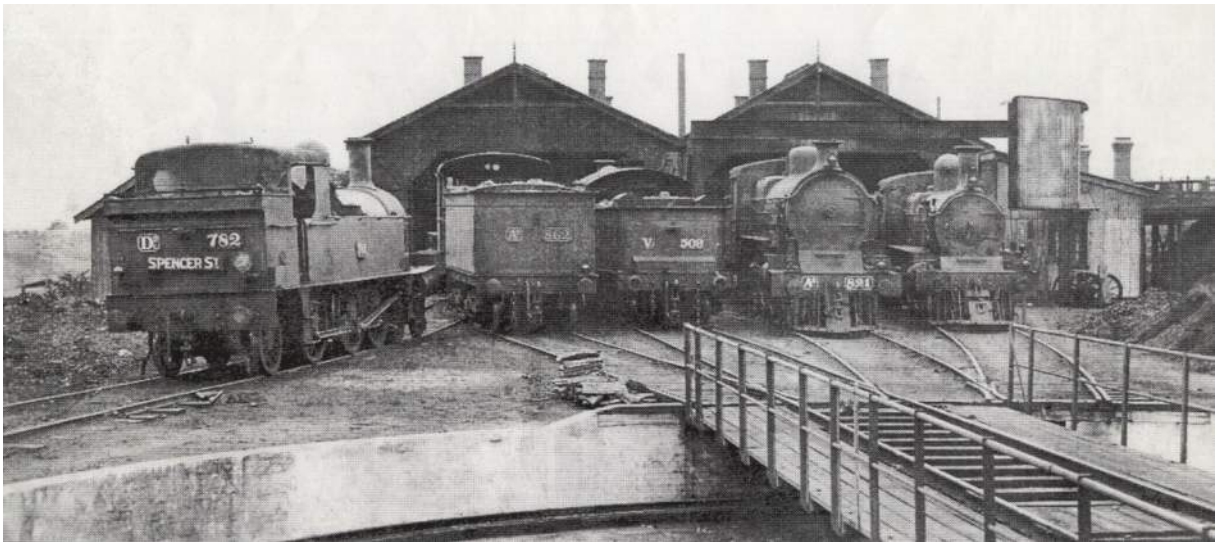

Figure 11. View of Korumburra Station Loco Depot (built c.1895) looking south showing the recently installed 70-foot turntable in the foreground, c.1912. (Source: J.C.M. Rolland Collection, Puffing Billy Preservation Society Archives)

[19] *Age* 17 August 1911:8.

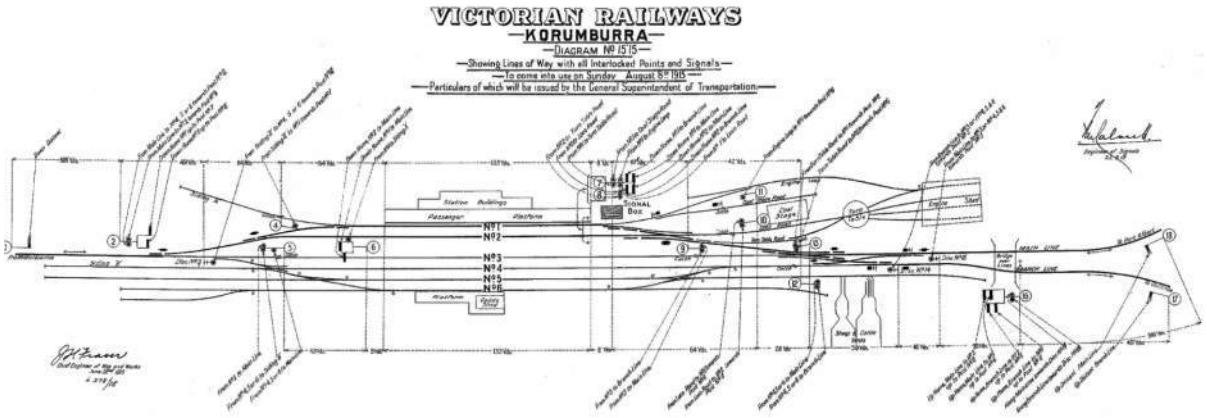

Figure 12. Korumburra Railway Station plan of lines of way with interlocked points and signals, 1915. (Source: South Gippsland Shire Council)

There was gradual growth in Korumburra during the interwar period including the commencement of higher elementary school classes in 1920 and establishment of a bush nursing hospital in 1930.[20]

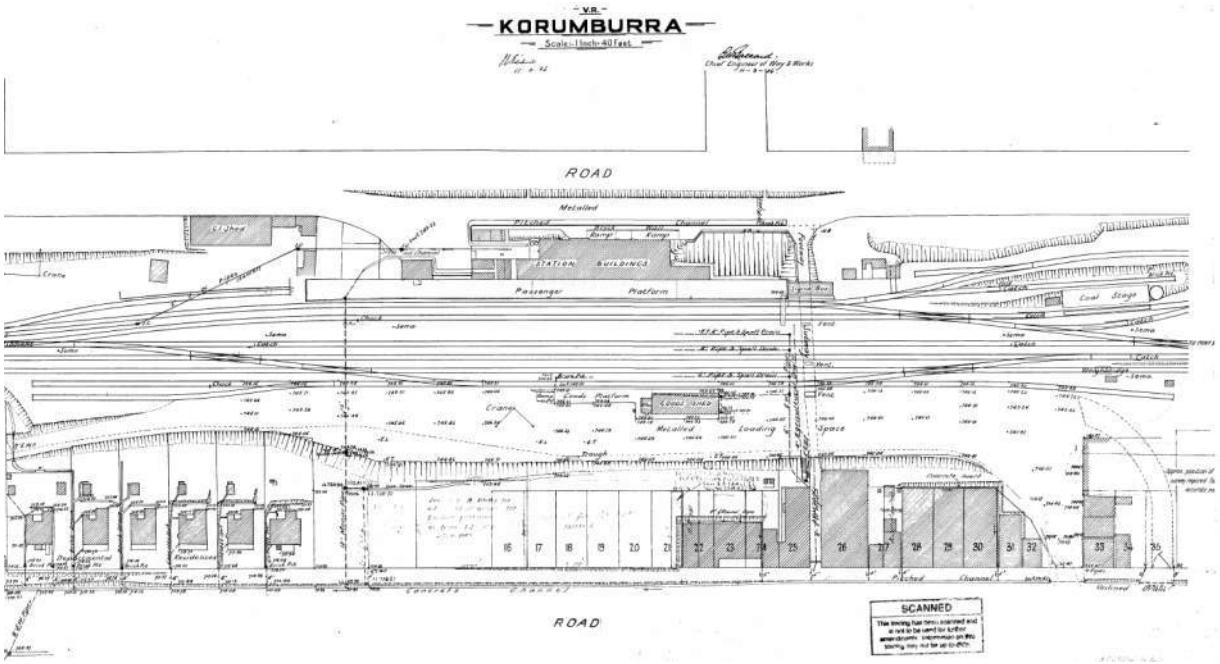

Figure 13. Korumburra Railway Station Plan, 1926. Note the location of the Way and Works Depot, labelled G.I. Shed. (Source: South Gippsland Shire Council)

[20] 'Korumburra', Victorian Places.

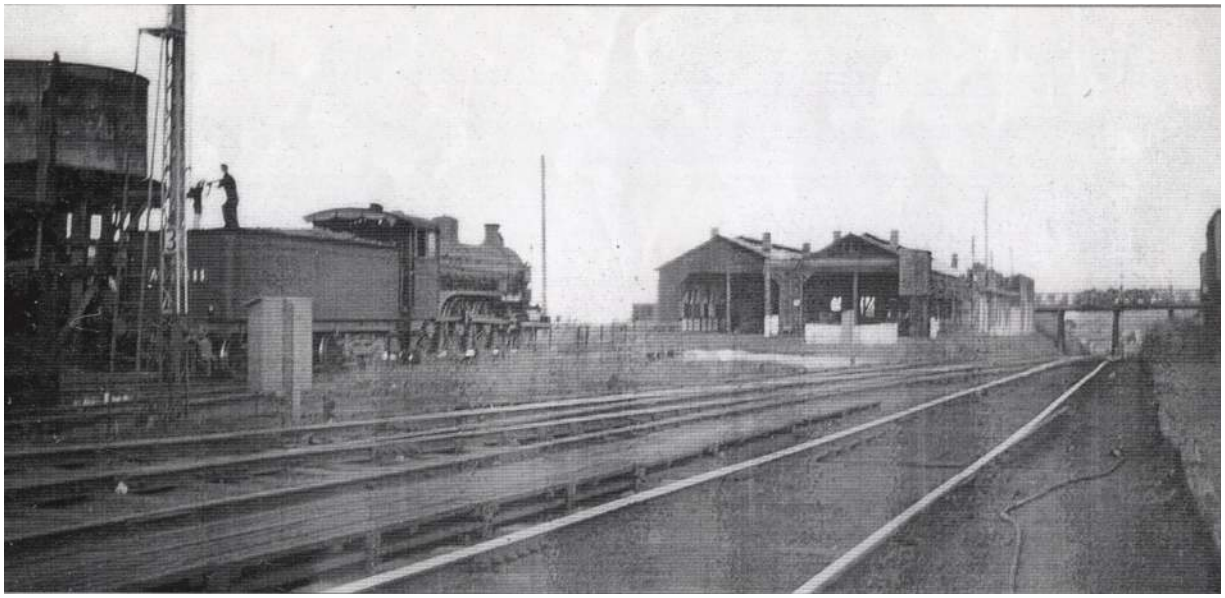

Figure 14. View of Korumburra Loco Depot (built c.1895), in 1933 looking southeast. Note water tower (left) and the Bridge Street overpass in the background (right). (Source: J.C.M. Rolland Collection, Puffing Billy Preservation Society Archives)

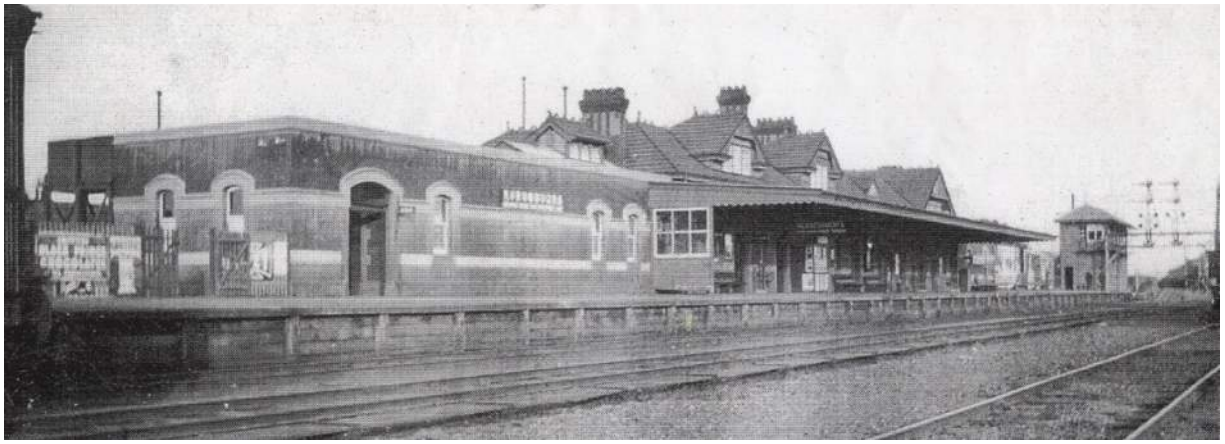

Figure 15. View of Korumburra Railway Station from the northwest, 1933. (Source: J.C.M. Rolland Collection, Puffing Billy Preservation Society Archives)

Figure 16. An A K173 model train on the Korumburra turntable, c.1961, facing southeast. Of the two lines on the right, the far-left line leads to Leongatha and the adjacent line leads to Outtrim. (Source: *Newsrail* January 1994, p.16)

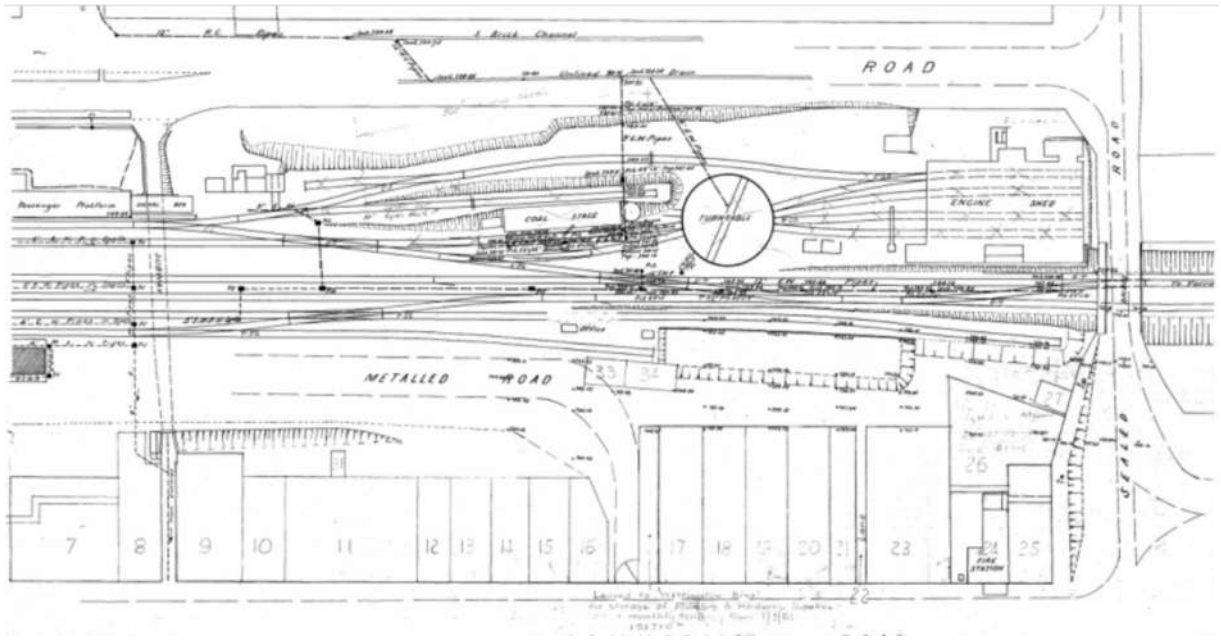

Figure 17. Victorian Railways drainage plan, 1935. (Source: Quadratum Architecture 2018)

In the 1950s several lines connecting Korumburra to other stations were closed, including Korumburra-Outtrim (1951); Korumburra-Jumbunna (1953); and Korumburra-Coal Creek (1959). This coincided with a period of decline in industry in the area. Dairy production declined in Korumburra from the 1960s culminating in the closure of the Korumburra Butter Factory in 1975.[21] Despite this there was also an emergence of interest in conservation and heritage as well as land incentives emplaced to stimulate new industry in the area in the postwar era. In 1960, William Henry Fisher and Robert William Fisher investigated pressurized wood treatment with the CSIRO and then commenced timber wood preservation in Korumburra, in 1976 the company expanded and relocated to Korumburra South.[22] Coal Creek Historical Park was created in 1974.[23] The Historical Park is a recreation of a turn of the century coal mining town located between two railway lines to the east of the town.

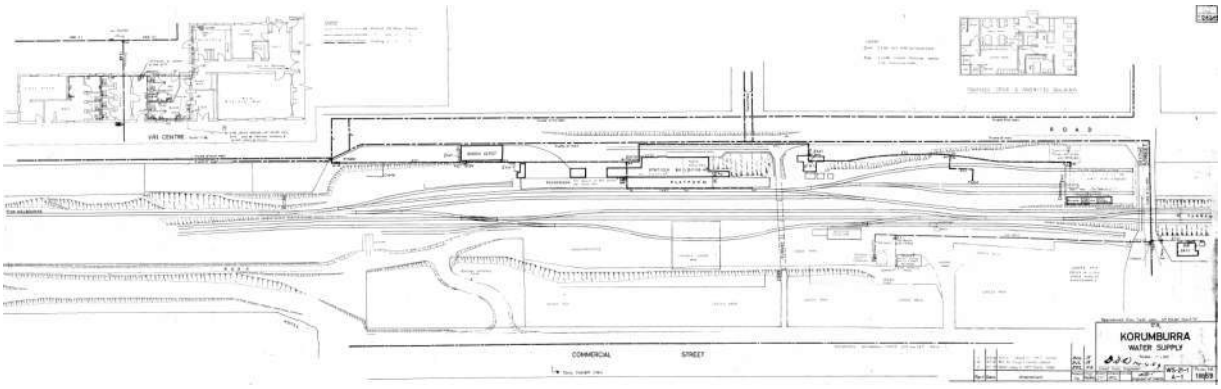

Figure 18. Plan of existing and proposed water supply. Note the proposed Victorian Railways Centre (never realised) to the west of the main building, the proposed covered area (completed c.1984) and relocated Goods Shed. Dated 1969 but includes modifications from 1978. (Source: South Gippsland Shire Council)

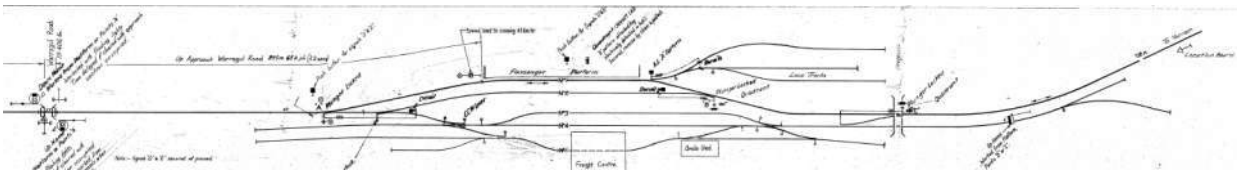

Figure 19. Plan of Korumburra Station signalling arrangements, 1989. (Source: South Gippsland Shire Council)

The South Gippsland Rail Line was transferred to South Gippsland Tourist Railway in 1994. The South Gippsland Tourist Railway was the first tourist railway operator to lease an operating line in Victoria, taking over full responsibility for the management and maintenance of a 41 kilometre section of the track between Nyora and Leongatha.[24] The Tourist Railway operated until 2016. The South Gippsland Railway Line was mostly run by the volunteer group South Gippsland Tourist Rail (SGTR).

Korumburra is known today as the 'Heritage Centre of South Gippsland' as well as being an important service centre for the surrounding prosperous farming area.

[21] 'Korumburra', Victorian Places.

[22] Fisher Timber Preservation 2018, History, https://fisherstimberpreservation.com.au/, accessed online 21 June 2020.

[23] 'Korumburra', Victorian Places.

[24] *Age* 30 December 1994:5.

Figure 20. Korumburra Station Building and open Freight Centre (1984) viewed from the northeast c.1995 before the erection of the Colourbond shed. (Source: Brian Fletcher, http://www.stationspast.net/)

Victorian Railways, 1858 to 1983

Since the introduction of railways to the Colony of Victoria in 1854, marked by the short track between Flinders Street and Port Melbourne, private companies had been largely responsible for the construction and administration of rail travel in Victoria. However ongoing financial issues resulted in the colonial government claiming control of the railways as a government matter in 1857. The Victorian government established the Board of Land and Works through acts passed by Parliament in 1857, which in created the Railways Department as a subsection of the Board.[25] Following the wealth brought to the colony by the Gold Rush, the government invested £9 million in rail infrastructure by 1864, and had built over 7,500 kilometres of railways by 1931. It was estimated that by the same time, at a minimum, every Victorian town with a population over 500 had a railway station.[26] Victorian Railways was responsible for all aspects of the management of this network.

The 1920s saw the Victorian Railways progress to offering bus services as an alternative to trains in areas without rail stations. These bus routes offered services to tourist destinations; a notable example was the route operating between Wangaratta Station to the Railway Department's Mt Buffalo Chalet. Other services replaced former train lines, such as those of the Outer Circle Railway.[27]

[25] Railway Department, 'First Report of the Proceedings of the Board of Land and Works', Parliament of Victoria 1859, p 3.

[26] Museums Victoria, 'Victorian Railways – Making Tracks,' www.museumsvictoria.com.au, accessed 8 July 2020.

[27] Museums Victoria, 'Victorian Railways – Making Tracks,'.

Following the Second World War, motor transport became a significant competitor to the rail network for both private and commercial travel. In the following decades, in line with decreasing revenue, Victorian Railways began to close various lines as they fell out of use and often into disrepair. Between 1976 and 1987 alone, 56 country lines were closed, along with older suburban lines to Port Melbourne and St Kilda being replaced by light rail trams.[28] The Victorian Railways was divided into two bodies in the 1980s, with the creation of separate V Line services to cater for region rail travel, and a service to manage the metropolitan railways.

[28] Museums Victoria, 'Victorian Railways – Making Tracks'.

2.1 Chronology and key periods of development

Table 1. Chronology and key periods of development.

Development of Korumburra Railway Station	Date	Key developments in Gippsland (and Victoria)
An ancient landscape		
	c.30,000BP	Bunurong people occupy Gippsland area
European colonisation of the Gippsland region		
	1839	Angus McMillan explores the Gippsland region from NSW, reaching Sale
Establishing and connecting Gippsland through rail		
	1851	Separation of Victoria from New South Wales Gold discovered in Gippsland
	1877	Railway built from Sale to Morwell, then connected to Melbourne, providing transport to develop Gippsland
	1878	Discovery of coal at Coal Creek
	1879	First Gippsland Rail established connecting Melbourne to Sale
	1884	*Railway Construction Act*
	1890s	Economic depression
Korumburra Railway Station opens, the first building consists of several Victorian Railways standard 12' x 20' timber portable buildings, 53-foot turntable installed Line to Leongatha opens 17 December	1891	
First of the coal branch lines (Coal Creek) opens	1892	
	1894-96	Branch lines to Jumbunna and Outtrim open
Victorian railways officials visit Korumburra following agitation from local community to improve station	1899	
Large weatherboard building and five standard portables along the platform	1900	
	1901	Korumburra Butter factory opens (closes 1975)
Servicing a prosperous town		
Railways Department budget for proposed works at Korumburra Station. Foundations for new station building laid by Department staff in August at new location, on northeast side of rail line (closer to Melbourne)	1906	

Development of Korumburra Railway Station	Date	Key developments in Gippsland (and Victoria)
New station building completed	1908	
Removal of old Korumburra Station buildings, new tracks laid and new platform erected		
Underpass built (c.1908-1910)	1910	State Coal Mine opens at Wonthaggi
	1910s	WWI 1914-18
New 70-foot turntable installed replacing the 1891 turntable at the same location	1912	Victorian Railways release new standard Goods Shed design
Portable sheds erected		
Decline in industry		
Way and Works Depot located in its current position	1926	
	1929+	Great Depression
Erection of Plumber Store Shed	1930s	
		WWII 1939-45.
	1950s	Closure of branch line
Heritage interest		
	1970s	Coal Creek Historical Park opens
Freight Centre open shed constructed	1984	
Goods Shed relocated to current position		
Colourbond Locomotive Shed built by South Gippsland Railway	c.1990	
	1993	Cessation of rail service at Korumburra Station
A new use		
Colourbond Carriage Shed erected for South Gippsland Railway	2012	
VicTrack Heritage Review inspection determines that there were numerous defects in station building brickwork	2015	Great Southern Rail Trail project commences
	2016	Cessation of tourist rail service
	2019-20	Devastating bushfires across East Gippsland

3.0 Existing Condition

The Korumburra Railway Complex was part of the 187.6 km South Gippsland Rail Line. The former line branched off from the Orbost line at Dandenong and extended to Port Albert. It is now partially closed except for the section between Dandenong and Cranbourne which remain in use. Significant sections of the corridor between Nyora and Leongatha are in the process of being converted into the Great Southern Rail Trail, including Korumburra Station.

The Korumburra Rail Corridor runs through the center of the township of Korumburra, Victoria. The town of Korumburra is located on the South Gippsland Highway, 120 kilometres southeast of Melbourne. It resides within the South Gippsland Shire local government area in the County of Buln Buln.

The railway complex occupies an elevated site on an embankment between Station Street to the northeast and Commercial Street to the southwest. Heritage buildings (mostly dating from the late nineteenth-early twentieth centuries) are distrubuted along the main streets of the town centre. The Rail Corridor runs parallel to theSouth Gippsland Highway on a northwest-southeast alignment. The Rail Corridor affords elevated views of the main township to the southwest and with views to residential development and rolling hills to the northeast. Views along the axis of the train lines are characterised by the open stretch of land that forms the railway corridor.

Rail Corridor

The Rail Corridor comprises a four-track carriage way with the main station building to the northeast off Station Street and associated structures on either side of the railway complex. Beyond the railway complex, to either end of the site, the corridor is screened by vegetated embankments. The vegetation is denser at the northwest end of the corridor. To the southeast, views along the corridor are interrupted by a narrow overhead bridge at Bridge Street.

The corridor overall has an open landscape quality with extended views along the tracks to the southeast and northwest. This character is enhanced by the low-lying level surface of the railway line which has become overgrown with grass since use of the rail ended in 2016.

Figure 21. View of the corridor facing southeast with station building visible to the left and the Colourbond Carriage Shed (2012) and Freight Centre (c.1984) visible to the right.

Figure 22. The large form and mass of the Colourbond Shed to the opposite the main Station building obstructs views towards across the railway corridor towards the town centre.

Figure 23. View of the corridor facing southeast with the covered playground and toilet block visible to the right and the Colourbond Shed to the southwest of the turntable partially visible to the left.

Station

The Korumburra Station building is a predominately single storey red brick building on a split and margined basalt base with a terracotta tiled hip and gabled roof. It has an asymmetrical arrangement and is designed in the Queen Anne style. Characteristic of this style, the roof is crowned with terracotta ridge cresting and decorative finials and has large groups of chimneys with corbelled tops and panelled roughcast shafts. Several small gablets and feature gable ends protrude from the central structure including over the entry points and three along the platform line. To either side of the central section there are lower parapeted wings.

Openings are distributed at regular intervals across the building and framed by unpainted basalt sills with segmental arches with a string mould carried over them as a hood mould. The segmented arches and sills connect to stucco rendered bands that extend around the building's wall surfaces.

On the Station Street frontage, a raised double-sided ramp leads to the main entrance of the station complex. Facing the Rail Corridor, a steel cantilever verandah runs length of the main building sheltering the elevated timber with bitumen surface station platform. The signal box was formerly at the southwest end of the platform, furthest from Melbourne.

The waiting room and toilets are located on the Melbourne end of the main station building to the northwest, and the lamp room is located to the southeast.

Figure 24. Oblique view of the station building and platform on its southwestern elevation.

Figure 25. Oblique view of the main entrance of the building fronting Station Street.

Van Goods Shed and Platform Store

The Van Goods Shed is a small rectangular building with hipped terracotta tiled roof sited on the northwestern end of the station platform. It is constructed in red brick with rendered banding and has similar style and detailing to the main station building.

Further along the platform is a small corrugated iron, gable roofed and clad store with an enclosed platform-facing verandah northwest of the Van Goods Shed.

Figure 26. Southwestern elevation of the Van Goods Shed.

Figure 27. Southwestern elevation of the Platform Store.

Way and Works Depot

The Way and Works Depot is a large timber framed, corrugated portable iron structure with low-pitched gable roof. It is rectangular in form with double storey volume and dates from the 1880s. The depot is located west of the station and is set further back on a grassy embankment. The cladding comprises a patinaed patchwork of corrugated iron sheeting revealing layers of development over the different periods.

Figure 28. Southwestern elevation of the Way and Works Depot.

Plumber Store

The Plumber Store is a rectangular corrugated iron clad shed with gabled roof set back on the grassy embankment to the northeast of the main station building and platform. Its principal façade features a double-width door and vent set within the centre of the gable end. A smaller corrugated iron clad structure with flat roof adjoins the plumber store at the rear of the western elevation. The Plumber Store dates from the 1930s.

Figure 29. Oblique view of the Plumber Store.

VRI Building

East of the station, between the former signal box and Station Street is the VRI Building, a former staff residence that comprises a single storey weatherboard structure with corrugated iron gabled roof form. The principal form of the building is rectangular and aligned north-west. The building features a timber ramp leading to a small enclosed gabled entrance. The ramp is sheltered by a simple flat corrugated roof set on a slight angle. Two small gabled wings project from the east and west elevations.

Figure 30. Eastern elevation of the VRI Building.

Goods Shed

At the southeast end of the complex is the Goods Shed. It is a large rectangular gabled shed constructed of corrugated iron with deep eaves overhanging a timber loading platform. The raised loading platform is located on the northwest elevation and features simple timber railing. The shed is a Victorian Railways standard Goods Shed of the 1912 design.

A wide asphalt surfaced ramp leads to a pair of double entrance doors on the eastern elevation and a narrow timber staircase adjoins the western elevation, providing access to the loading bay.

An aerial photograph from 1952 indicates that the Goods Shed was originally located in the position of the open Freight Centre area. It appears the shed was relocated to its current position in 1984 when the Freight Centre was constructed.

Figure 31. Goods Shed, northwestern elevation. Note the original/early timber benches.

Figure 32. Oblique view of the Goods Shed showing its eastern and southern elevations.

Freight Centre

A steel portal frame open shed covers a large bitumen surfaced area on the southwest side of the railway line. The open shed has a low-pitched corrugated roof with exposed trusswork that abuts the colour-bond Carriage Shed.

The Freight Centre comprises a bitumen surface that extends beyond the covered area to the east and west. To the westernmost section there is a grassed area surrounded by vegetation. A steel mesh fence runs through the centre.

Figure 33. Freight Centre viewed from the west.

Figure 34. Freight Centre viewed from the east.

Underpass

A covered pedestrian underpass connects the northwest and southeast sections of the railway line east of the station building. The underpass is constructed of brick and has an asphalt surface. The interior is painted brick with fluorescent tube lighting. At the Station Street entrance, the opening and tunnel are rectangular (Figure 35), midway through the underpass the tunnel becomes arched. The underpass is entered to the west from a laneway off the South Gippsland Highway. The underpass entry here is arched and it is framed above by a red brick parapet wall with bluestone coping and similarly detailed wing retaining walls to either side of the entrance (Figure 37).

At either end the area immediately outside the entrance has open drainage channels. The drainage channels are presently congested and require maintenance.

Figure 35. Entrance connecting to Station Street.

Figure 36. The entrance and tunnel entering from Station Street has been modernised and is rectangular in form.

Figure 37. The western underpass entrance to a laneway off the South Gippsland Highway (built c.1908-1910) brick parapet and wing walls with bluestone coping. Note the tree sited immediately above the southern entrance appears to be causing structural damage to the brickwork. The tunnel is arched on this side.

Railway Infrastructure

The complex comprises a range of associated railway infrastructural elements both moveable and affixed. This includes the railway tracks, sleepers, points levers, a wrought lattice signal, a turn table, and early carriages.

The railway tracks and sleepers extend along the corridor and are largely intact.

Figure 38. Points levers along the southeastern end of the railway tracks.

Figure 39. Points levers in the central section of the railway tracks.

Figure 40. Standard Victorian Railways 70 foot turntable installed in the location of the previous South Gippsland Railway turntable.

Figure 41. Close up of the turntable showing the track line elevated above the circular pit.

Figure 42. Disused carriages west of the Station Building.

Figure 43. Railway machinery relic located in the Freight Centre.

4.0 Cultural Heritage Significance

The Korumburra Railway Station Complex has been assessed as having cultural heritage significance to the Shire of South Gippsland and to the State of Victoria (H1571, Korumburra Railway Station Complex) and to the Shire of South Gippsland (HO5, Part of Korumburra Railway Station Complex and HO18, Korumburra Railway Station Complex).

The areas associated with each statutory heritage area are indicated in the plan below.

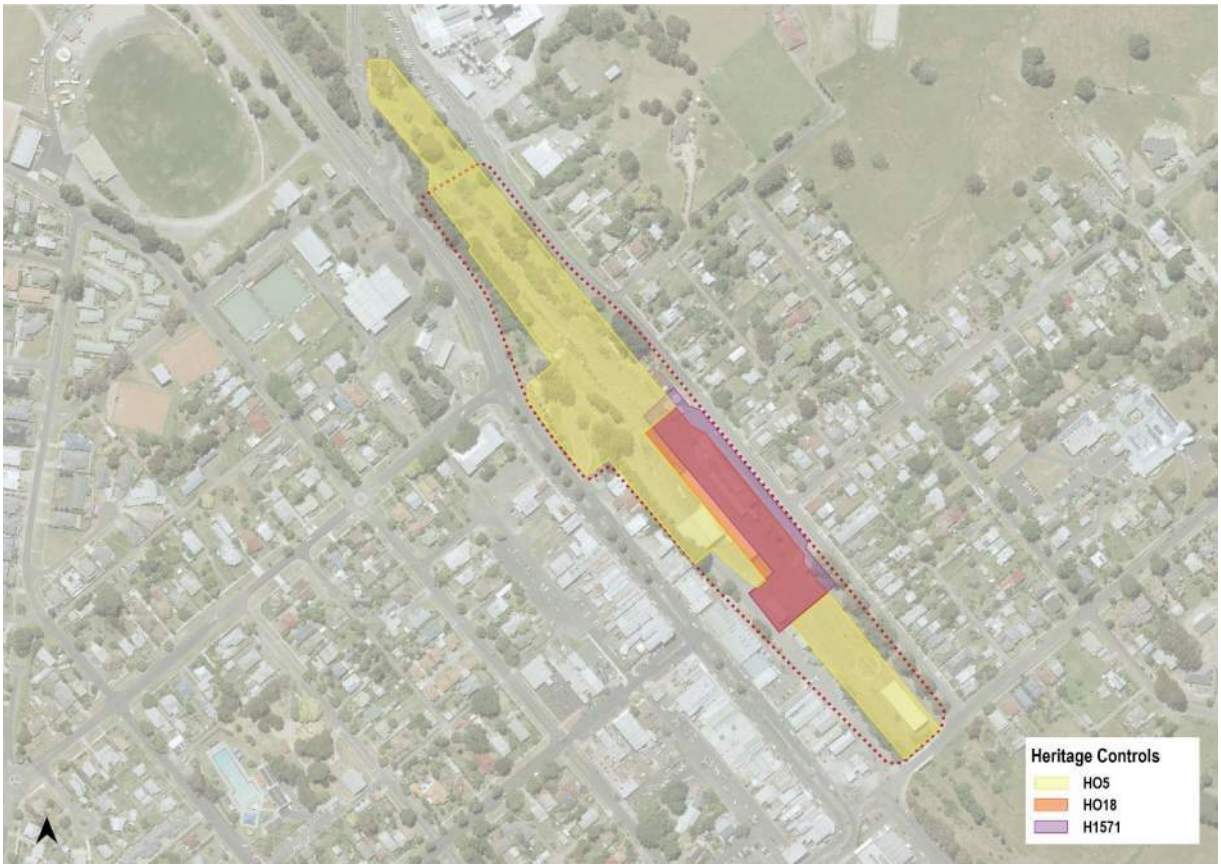

Figure 44. Plan showing heritage controls.

4.1 H1571, Korumburra Railway Station Complex

The following outline of heritage significance for the Korumburra Railway Station Complex is drawn from the Statement of Significance for the Victorian Heritage Register place citation:

> What is significant?
>
> *The Korumburra Railway Station complex was constructed by G Vincent in 1907, on the Melbourne-Port Albert Line, for the Victorian Railways. The complex comprises of a large, predominantly single storey, brick station building with an upper level residence. The red brick, Queen Anne style building features stuccoed banding, terra cotta tiled hip and gable roof with ridge cresting, dormer windows, cantilevered platform verandah and a pedimented entrance to the lobby. Other structures include the corrugated iron clad Goods Shed, the brick pedestrian subway, and the up side building. While various internal modifications have been made, and several outbuildings have been removed, the station buildings remain largely intact.*

How is it significant?

The Korumburra Railway Station Complex is historically and architecturally significant to the State of Victoria.

Why is it significant?

Korumburra Railway Station is architecturally significant as a rare example of a station building in the Queen Anne style. The Railway Station Complex is historically significant, for its role as a marshalling point for goods trains that faced a steep descent in both directions and as a starting point for branch line services.

As indicated in the Statement of Significance, the heritage values of the place relate to the use and design of the Complex as a major rail station that experienced its key development period between the late nineteenth and early twentieth centuries (1891-c.1912). The assemblage of structures and railway infrastructure reflect the growth of Korumburra as a central station for the transportation of coal. The building's fine architectural design and the rare use of the Queen Anne style reflect the prosperity of Korumburra at the time of its development.

4.2 HO5, Part of Korumburra Railway Station Complex

The following outline of heritage significance for the Korumburra Railway Station Complex is drawn from the Statement of Significance for the local Heritage Overlay (HO5):

What is significant?

The Korumburra Railway Station complex, designed by Charles Norman and constructed by G Vincent in 1906, at Station Street, Korumburra.

Why is it significant?

The Korumburra Railway Station complex is historically and aesthetically significant to the State of Victoria, and is of local social significance to South Gippsland Shire.

It is historically significant as an important element of the Great Southern Railway and for its role as a marshalling point for goods trains that faced steep descents in both directions, as the junction for lines from local coal mines and as the starting point for other branch services. In a local sense, it demonstrates the early significance of Korumburra that, at the time, was the largest and most important town in the Shire. (AHC criteria - A.4 and D.2)

Aesthetically, it is the most outstanding station building and the largest complex in the Shire and demonstrates the importance of Korumburra as the major station on the South Eastern Railway. It is a significant and a rare example of a station building in Queen Anne style. (AHC criterion - E.1 and F.1)

Socially, it played an important role in the development of the Korumburra community and is an important part of the identity of the town. (AHC criterion - G.1)

The Statement of Significance for the HO5 identifies similar heritage values for the Korumburra Railway Station Complex to those identified in the VHR statement, adding its local significance as a goods train marshalling point and as an important local junction. The mapping for HO5 stretches along the Rail Corridor between Warragul Road and Bridge Street, including rail tracks and associated infrastructure either side of the Station building and platform.

4.3 HO18, Part of Korumburra Railway Station Complex

The following outline of heritage significance for the Korumburra Railway Station Complex is drawn from the Statement of Significance for the local Heritage Overlay (HO18):

> What is significant?
>
> *The Korumburra Railway Station complex, designed by Charles Norman and constructed by G Vincent in 1906, at Station Street, Korumburra.*
>
> Why is it significant?
>
> *The Korumburra Railway Station complex is historically and aesthetically significant to the State of Victoria, and is of local social significance to South Gippsland Shire.*
>
> *It is historically significant as an important element of the Great Southern Railway and for its role as a marshalling point for goods trains that faced steep descents in both directions, as the junction for lines from local coal mines and as the starting point for other branch services. In a local sense, it demonstrates the early significance of Korumburra that, at the time, was the largest and most important town in the Shire.* (AHC criteria - A.4 and D.2)
>
> *Aesthetically, it is the most outstanding station building and the largest complex in the Shire and demonstrates the importance of Korumburra as the major station on the South Eastern Railway. It is a significant and a rare example of a station building in Queen Anne style. (AHC criterion - E.1 and F.1)*
>
> *Socially, it played an important role in the development of the Korumburra community and is an important part of the identity of the town.* (AHC criterion - G.1)

The Statement of Significance for the HO18 duplicates the statement for H05, the mapped area for HO18 however is focused on the Station building and platform.

4.4 Significance of elements

This section takes the attributes described above in relation to existing statements of significance (Section 4.0) and the buildings and other elements within each area (identified in Section 3.0) and ascribes to each a relative significance ranking. This ranking is determined by the extent to which each listed area, building or element supports or contributes to the heritage values and significance of the place as a whole.

Levels of significance

The different elements of a place may make a different relative contribution to its heritage value. Loss of integrity or poor condition of an element may diminish its potential contribution to the heritage significance of a place. Specifying the relative contribution of an item or its components to overall significance provides a useful framework for decision making about the conservation of and/or changes to the place. The following table sets out terms used to describe the grades of significance for different components of the place.

Table 2. Table showing gradings of significance.

Grading	Explanatory notes
High	Core elements of the site which make a fundamental or strong contribution to the site's overall significance and which provide evidence of historical and functional relationships. These may include elements that have undergone alterations of the type that do not obscure significance.
Moderate	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.
Low	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.
Intrusive	Altered or added elements which adversely impact upon the site's heritage significance. Damaging to the item's significance.

Table 3. Relative significance.

Element	Level of significance	Notable features
Rail Corridor	High	• Unbroken views along the northeast-southwest axis. • Open landscape character, vegetated banks.
Station Building and platform	High	• Built form, building footprint, roof and wall cladding. External openings and broad internal planning divisions. • Raised platform and verandah, chimneys, terracotta ridge cresting and chimneys, timber window and door joinery. • Relationship to between station, platform and tracks and Station Street. • Views of the Station from the town centre and Station Street. • Views from the Station towards the town centre and along Station Street.
Van Goods Shed and Platform Store	High	• Built form, building footprint, roof and wall cladding. The spatial relationship between these elements and the Station.
Way and Works Depot	High	• Built form, building footprint, roof and wall cladding. • Patinaed and patchwork character of the cladding.
Plumber Store	Moderate	• Built form, building footprint, roof and wall cladding.

VRI Building	Moderate	•	Built form, building footprint, roof and wall cladding.
Goods Shed	High	•	Built form, building footprint, roof and wall cladding. Elevated timber platform and external openings.
Freight Centre	Low		N/A
Underpass	High	•	Tunnel form and scale. • Arched section of the tunnel and opening to the west • Red brick parapet wall, bluestone coping, and wing retaining walls at the western opening
Railway Infrastructure	High	•	Railway tracks, sleepers, points levers, the wrought lattice signal, a turn table, and early carriages.
Colourbond Locomotive and Carriage Sheds	Intrusive		NA
Covered play area, BBQ shelter and the brick toilet	Intrusive		NA
Water tanks and recent shed (northeast of the Station Building)	Intrusive		NA

Figure 45. Plan showing relative levels of heritage significance.

5.0 Constraints and opportunities

The following section of this report addresses the question of balancing the current and future needs of the South Gippsland Shire Council's use and development of the Korumburra Railway Station Complex with its heritage significance. It discusses the general aspirations for the future use of the complex, the constraints that arise from its heritage significance, condition and legislative requirements and opportunities to be considered.

Development of the conservation guidelines in the following section of this report is based on consideration of the:

- constraints on, and opportunities for, use and development of the site arising from the assessment of heritage significance and statement of significance;
- constraints required to retain the significance of the Korumburra Railway Station Complex;
- physical condition and degree of integrity of the fabric of the place, and its contribution to the overall heritage significance of the place;
- requirements imposed by external factors and agencies, including the applicable planning controls and statutory obligations, and building standards;
- asset objectives and requirements regarding the need to develop the site while retaining and adaptively reusing the railway corridor.

The establishment of requirements for the retention of the heritage significance of the place is the essential first step in the development of conservation policies. These requirements are based on the aspects of significance identified in the statement of significance and accompanying assessment of the significance of components in Section 4.4 of this report.

The future conservation, development and ongoing management of the place should take into account, as far as possible, constraints arising from the identified heritage values of the site and its setting. Opportunities to retain, reinstate, and interpret these heritage values should also be investigated and implemented, particularly where they can be integrated into the daily use, ongoing care, and public appreciation of the place.

5.1 Aspirations and future planning

The Korumburra Railway Station Complex figures strongly in strategic planning for Korumburra and its activation is a Council priority. The Victorian Government and South Gippsland Shire Council have identified the Railway Complex's tourism and recreation potential and have incorporated its activation into existing and future planning projects. The place's heritage values have been identified as an opportunity to enhance the public realm and promote visitors to the site.

Three key projects involving the Railway Complex are being progressed for development. They include:

Great Southern Rail Trail (GSRT)

Korumburra Railway Station Complex is proposed to be altered for its incorporation into the Great Southern Rail Trail (GSRT) which is a shared pedestrian and bicycle path that currently runs from Welshpool to Leongatha. The extension of the GSRT, of which these works form a part, will result in the trail being extended between Leongatha and Nyora. Installation of the shared pathway through the site will involve the removal of some sections of railway track, making the site safe for increased public use and associated landscape works.

The project is being funded by the Victorian Government and works have commenced.

Car parking

An area of car parking proposed for the southwest part of the railway corridor opposite the main Station building will improve amenities in the town and help to connect the Korumburra Railway Station complex to the commercial area along South Gippsland Highway.

The proposed car park design will comprise the land extending from the Freight Centre open area and terminate at the Bridge Street overpass. It will formalise and realign existing car parking bays as well as provide additional 90-degree and parallel car parking bays. The proposed works also include kerb and path realignments and implementation of several pedestrian crossings to improve pedestrian accessibility. Soft landscaping reserve areas will screen the car park directly opposite the Station Building.

There is potential to utilise the car parking area for markets and activities as part of a program of events to revitalise the site area.

Skate park

The skate park will be an entry level facility that encourages youth engagement with the site. The proposed skatepark will be located to the east of the Goods Shed, just outside of the VHR H1571 boundary and extending into the railway corridor on its south eastern side. The proposed works will involve the demolition of the existing covered play area and the removal of rail track lines in the area.

The proposed skate park design will be contained within a rectangular parcel that is 10 metres wide by 25 metres long. The structure consists of several discrete elements (platforms, bases, flat banks and transitions) each having a simple geometric form. The highest points of the skatepark are 900 millimetres above existing ground level. The skatepark will be constructed of steel and slab concrete over a concrete slab ground surface. The proposed design includes a small garden bed area.

Other projects

In 2018, Council engaged FJMT Architects to prepare the Railway Station Site Masterplan and Community Hub design and documentation. The Community Hub project sought to introduce mixed community uses to the Railway Complex through the use of outdoor spaces for public events such as markets, festivals and other activities, the addition of a new skate park, carpark, and refurbishment of the Station Building. Consultation was carried out with the Rail Preservation Group and other key stakeholders, including Heritage Victoria. The Community Hub project has since been transferred to another site in Korumburra and the Railway Station Site Masterplan was not prepared.

5.2 Constraints

It is acknowledged that in some circumstances decisions will need to take account of complex or competing values and requirements. For the Korumburra Railway Station Complex, the heritage significance of the place and the requirement to retain heritage fabric presents a constraint to proposed revitalisation works but one that can be managed by careful planning, design and heritage interpretation to mitigate changes necessitated by the proposed change of use.

Partial removal of railway infrastructure

The GSRT Extension project requires the removal of sections of original and early railway tracks, as well as points levels to facilitate the new shared pathway and improve public safety within the railway corridor.

There is opportunity to counter any loss or relocation of significant fabric through on-site interpretation. Landscape design presents a viable interpretation option that could help to recognise and retain the early and original layout of rail tracks. The alignment and former layout of the rail tracks can be interpreted through means such as ground inlays or paving. Another option for interpreting the lost material would be through interpretation signage that includes early photographs or plans showing the configuration of the rail tracks over time.

Use and amenity

There are also other pressures on the Korumburra Railway Station Complex site associated with site activation and master planning that may call for different approaches to conservation. Increased use of the site may require introduction of additional amenities (such as lighting, wayfinding signage and toilets) as part of future works to accommodate the larger volume of visitors. Any proposed additions should consider the heritage values of the site and be sympathetically designed, scaled and sited and clearly distinguishable from heritage fabric. Wayfinding signage could be integrated with interpretive signage to enhance appreciation and understanding of the site's heritage values.

Health and safety

Remnant railway infrastructure (including the turntable and points levellers) are potential fall or trip hazards. Approaches to mitigate potential hazards while upholding heritage values needs to be carefully considered and managed to balance heritage considerations and public safety within the context of the landscape design for the GSRT Extension. It is accepted that this may involve the removal of some infrastructure and retention and/or selective interpretation of other infrastructure, so the heritage values of these elements generally are transmitted and made meaningful to visitors.

There are also some constraints relating to health and safety issues at the site. Senversa undertook an Environmental Site Assessment of the disused rail land for South Gippsland Shire Council. The findings from the report determined that the fill soil to the north of the railway corridor contained contaminants, including asbestos around the turntable, that pose a potential dermal contact health risk to public open space and commercial site uses. Further investigation and remediation or management controls would be required on this portion of the site.

5.3 Opportunities

The GSRT Extension Project and the associated skate park and carparking projects will increase usage of the site through tourism, recreation and improved amenity. Increased public use of the Korumburra Railway Complex may help raise awareness of its historical, architectural, and technical significance, consolidate and strengthen its community connections and provide a key point of difference in a competitive marketplace. A program of recreational and tourism activities, such as markets, cultural events and performances, can help encourage greater use of the Railway Complex and enhance public appreciation of the place.

Heritage interpretation

The Railway Complex has high interpretive potential and implementation of an interpretation plan would contribute to the experience of the site as well as mitigate the effect of loss of early and original fabric. Heritage interpretation is a way of presenting a place's cultural significance to a wider audience. It involves communicating the stories and associations of a place in a dynamic and engaging way to enhance public awareness and appreciation. Interpretation helps to recognise and retain heritage significance.

Interpretation opportunities and scope for further historical research include:

- research and communicate the rich history of Korumburra Railway Station as a major station on the Great Southern Rail (South Gippsland Rail Line);
- research and communicate the social history of the Korumburra Station and railway line and its contribution to the development of the town;
- research and communicate the technological features of the railway tracks and associated elements including signals, turntable and carriages, which reveal technological developments and advances in train rail;
- consider the use of landscaping to interpret the former layout and extent of railway tracks;
- consider adaptive reuse of salvaged, original fabric in interpretation devices;
- develop an online platform for communicating the history and heritage of the Korumburra Railway Station Complex;
- develop a digital downloadable application that assists people's orientation and understanding of the place, possibly as a self-guided tour;
- host temporary events and installations such as music, dramatic performances, sound and light installations at the Korumburra Railway Station Complex;
- explore and integrate Aboriginal stories and associations with the area and its pre-settlement landscape.

Adaptive reuse

There is opportunity for adaptive reuse of heritage buildings for community use and tenancy as part of future works. This would not only facilitate site activation but would also provide additional sources of funding to contribute to maintenance costs and aid the long-term conservation of the buildings. If and when funding is available, the opportunity exists to remove the intrusive Colourbond Sheds, Toilet Block, Barbeque and Play Area and replace with sympathetically designed new built structures to accommodate the expected larger volume of users. These facilities provide general amenity within the current site area and should be maintained until their replacement is required.

Offsite storage and use of railway infrastructure

Korumburra Railway Station retains much of its original and early railway infrastructure. There is opportunity to relocate some of these elements that may otherwise be public safety hazards or subject to vandalism to appropriately store, exhibit and interpret them offsite at relevant railway and historical museums.

5.4 What needs to be conserved?

- The visual prominence of the railway station, its raised platform and associated elements of High and Moderate significance as viewed from the public realm either side of the railway. It is noted that the Way and Works Depot is currently located outside of the existing VHR listed and HO areas but this building is found to contribute to the heritage significance of the overall complex.
- Views of the Station building (in particular) as the key structure along the railway corridor. Views of the Station building from the carpark (to the south), from Station Street and more distant views from parts of the South Gippsland Highway should also be preserved. The Station building is and should remain a prominent feature within the open spatial character of the railway corridor. Development within and adjacent to the railway corridor should maintain a low profile to conserve and enhance the landmark quality of the station.
- The train track closest to the Station building and platform and connecting turntable should be retained to conserve the legibility of the place's former function.
- Where possible representative sections of tracks and rail infrastructure should be retained insofar that can be securely maintained without impinging on public safety. Where retention of these features is impractical, attempts should be made to reuse them elsewhere and interpret them on site to enhance visitor understanding of the historical layout and use of the place.
- The open spatial qualities and linear views of the railway corridor.
- The landscaping and vegetation along either side of the railway corridor including open grassed areas and densely vegetated areas. New vegetation may be planted along the railway corridor as required to retain the natural landscape character where vegetation occurs. The removal of invasive species and their replacement with native species is supported.
- The trees to the northeast of the station building have not been assessed for their heritage values but should be considered for their landscape value in future plans for the site.

5.5 What can be changed?

The tolerance for change of a heritage place and its elements generally reflects the level of significance attributed to that place and its associated elements. Where a place or element is identified as having high significance, there is generally limited scope for removal or alterations to significant (often early or original) fabric. In some instances, elements with high significance may have some tolerance for change, for example when changes are needed to ensure public safety or when elements need to be relocated to facilitate ongoing use. In such cases the use of interpretation to signal the prior existence, function and operation of an element may be required to support heritage values and aid understanding of a site. Generally however, a cautious approach to change should apply, following the Burra Charter principle of altering as much as necessary but as little as possible.

The table below provides guidance for appropriate change at the Korumburra Railway Station Complex.

Table 4. Tolerance for change

Element	Level of significance	Tolerance for change	Explanation
Rail Corridor	High	Limited	Retain the open landscape character of and views along the Railway Corridor. Evidence suggests the site and track layout has been subject to change throughout the history of site so removal of some track and rail infrastructure can be countenanced. The provision of onsite interpretation of the former extent of train tracks and Station complex layout to illustrate the historical scale, importance and functioning of the Station complex is encouraged.
Station Building	High	Limited	The Station is a key component of the Railway Station Complex. It is integral to the heritage values, significance and the current and future understanding of the place. Limited physical change is possible due to the heritage significance of this element, but sympathetic adaptive reuse of the building is encouraged to aid its long-term conservation.
Van Goods Shed and Platform Store	High	Limited	The Van Goods Shed and Platform Store are important components of the Railway Station Complex. They contribute to and support the heritage values, significance and the current and future understanding of the place. Limited physical change is possible due to the heritage significance of these elements, but sympathetic adaptive reuse is encouraged to aid their long-term conservation.
Way and Works Depot	High	Limited	The Way and Works Depot is an important component of the Railway Station Complex. It contributes to and supports the heritage values, significance and the current and future understanding of the place. Limited physical change is recommended due to the assessed heritage significance of this element, but sympathetic adaptive

			reuse of the building is encouraged to aid its long-term conservation.
Plumber Store	Moderate	Some	Some level of physical change is possible, but sympathetic adaptive reuse is encouraged to aid its long-term conservation given its supporting role in the heritage context.
VRI Building	Moderate	Some	Some level of physical change is possible, but sympathetic adaptive reuse is encouraged to aid its long-term conservation given its supporting role in the heritage context.
Goods Shed	High	Limited	The Goods Shed is an important component of the Railway Station Complex. It contributes to and supports the heritage values, significance and the current and future understanding of the place. There is scope to move the Goods Shed to its original location. Limited physical change is possible due to the heritage significance of this element, but sympathetic adaptive reuse is encouraged to aid its long-term conservation.
Freight Centre (open area)	Low	Potential	There is scope to modify or remove this element. There is scope to modify or remove asphalt surfaced open area on the southwestern side of the railway corridor.
Underpass	High	Limited	Limited physical change is possible to the western end of the tunnel but there is scope to modify the underpass opening and section of the tunnel to the east.
Railway Infrastructure (Railway tracks, sleepers, points levers, the wrought lattice signal, a turn table, and early carriages)	High	Some	There is scope to remove some of the railway infrastructure. Removed fabric should be stored at an appropriate offsite location where it can be maintained and accessed by the public or salvaged and reused in interpretation devices onsite. An adequate sample of railway infrastructure (such as points levers, signals, and railway tracks) should be retained in situ. The retention of the railway tracks closest to the Railway Station platform and leading to the turntable is of particular importance. Retention of these sections of track would support the legibility of the site's former use and function. Undertake an audit of railway infrastructure across the site to determine best approach. Consultation with local rail interest groups may be advisable in this regard. The provision of onsite interpretation of the former function, extent, and operation of railway infrastructure is encouraged to mitigate the loss of original fabric.
Colourbond Locomotive and Carriage Sheds	Intrusive	Potential	There is scope to modify or remove this element.

Covered play area, BBQ shelter and the brick toilet	Intrusive	Potential	There is scope to modify or remove this element.
Water tanks and recent shed (northeast of the Station Building)	Intrusive	Potential	There is scope to modify or remove this element.

6.0 Recommendations

This section of the report provides high-level guidelines for the conservation, care and development of the Korumburra Railway Station Complex so that its assessed cultural significance is appropriately maintained, enhanced, and interpreted.

6.1 Conservation principles

The development guidelines contained in this section respond to the following principles:

- The Korumburra Railway Station is historically, and architecturally significant at state and local levels. It is a strong representative architectural example of early twentieth century architectural design and has social significance to the local community.
- Conservation and maximum retention of elements and fabric of High and Moderate significance within the Korumburra Railway Station Complex.
- Conservation should have regard to the relative significance of individual elements as outlined in Section 4.4 of this report. Overarching guidelines for the relative grades of significance are:
    - High – retain, preserve, and restore. These contribute most to the heritage values of the place and require a great level of care in their management.
    - Moderate – preserve, restore or adapt. These elements require a reasonably high level of care in their management.
    - Low – retain, adapt or remove as necessary (following archival recording). These elements can generally tolerate more robust works and changes than items of higher significance.
- Promotion and communication of the heritage values and significance of the site more broadly through interpretation should be considered as part of future development of the GSRT.
- New development must retain key aspects of heritage significance and be integrated in a way that preserves, respects and responds to the significance of the place, its fabric and heritage values.
- Consider undertaking an archaeological survey to identify areas of potential archaeological significance.
- Adverse impacts on components, fabric, spatial qualities or other aspects of significance (including use) should only be permitted where:
    - it makes the recovery of aspects of greater significance possible;
    - it helps ensure the security and/or viability of the place;
    - there is no feasible alternative (e.g. to meet safety and/or legal requirements);
    - the area, element, fabric or other aspect of significance is adequately recorded; and
    - detailed assessment of alternative options has been undertaken to minimise adverse impacts.

6.2 Recommendations regarding heritage significance

The Way and Works Depot located to the northwest of the Station building is currently located outside of the existing VHR listed and HO areas. Take action to include the Way and Works Depot and Underpass to the 'What is Significant' section of the HO5 and HO18 Statements of Significance. Update the extent of the Heritage Overlays on South Gippsland Shire Planning Scheme cadastral map. Refer to section 4.4 of this report for relative significance rankings.

6.3 Demolition, removal and relocation

Demolition, removal or relocation of individually significant and contributory elements inscribed in the Victorian Heritage Register and within Heritage Overlays is generally discouraged. It follows that demolition, removal or relocation of the significant components and fabric of the Korumburra Railway Station identified in Section 5 of this report should be avoided where possible.

In some instances, demolition or removal of significant fabric may be appropriate, such as if a building or element was designed to be relocated and has a history of relocation, relocation of significant fabric may be permitted. As shown in the historic rail track plans in Section 2 of this report, the rail tracks at Korumburra have been reconfigured over time indicating that there are historical precedents for the removal and relocation of rail tracks within the site area. Public safety and the enhanced conservation and appreciation of heritage places that may come with reactivation and use are important considerations in decisions regarding the removal of significant fabric. Such considerations give weight to the selective retention and removal of sections of railway track and infrastructure within the Korumburra Railway Station site area.

Demolition may also be a countenanced option if a building or element is identified as structurally unsound, has fabric that has deteriorated to the extent that extensive and financially prohibitive reconstruction would be required, and that the replacement element exhibits design excellence and supports the heritage environment.

In the instances where removal or relocation of significant fabric is deemed appropriate, the following range of actions is recommended within the Heritage Victoria document 'The Heritage Overlay Guidelines – Removal and Relocation' (2007):[29]

- engage an appropriately qualified person to record the item/s of significant fabric in situ before relocation using photography, physical measurement and other means considered appropriate;
- relocate without disassembly unless this is physically impossible;
- engage an appropriately qualified person to document a procedure for the relocation process that will not damage the building; and
- engage an appropriately qualified person to supervise the relocation.

Any demolition, removal or relocation should be carefully considered with the aim of mitigating negative heritage impacts to the most significant components and aspects of the Korumburra Railway Station complex and its presentation within the central township of Korumburra.

Future demolition of intrusive elements such as the large Colourbond Carriage Shed opposite main station building and other elements noted in Section 4.4 would be supported.

[29] Heritage Victoria 2007, 'The Heritage Overlay Guidelines – Removal and Relocation'. Victorian Government Department of Sustainability and Environment, Melbourne.

6.4 Specific guidelines

6.4.1 Views and setting

Carefully consider any redevelopment proposals in terms of their potential impact on the setting of the railway corridor and the existing suite of heritage buildings arranged on either side of the corridor.

Ensure that any development does not detract from the heritage significance and setting of the Korumburra Railway Station Complex. Instead, ensure that development proposals seek opportunities to highlight and interpret significant aspects the cultural heritage of the place for the users of the building and wider community.

Restrict development to the areas of the Complex and surrounding site that have less heritage significance.

Maintain and enhance views of the Korumburra Railway Station from the commercial centre of the Korumburra along South Gippsland Highway to the south west and along Station Street to the northeast. It is noted that demolition of the large existing Colourbond Carriage Shed opposite the Station building would be instrumental in enhancing views between the township and the Station Complex.

Maintain views of the Korumburra Railway Station Complex from within the complex to preserve the open, linear character of the railway corridor.

The station building should retain its primary interface with the Rail Corridor. Views along the Rail Corridor and from Station Street should be maintained.

If any new built form is proposed within the Korumburra Railway Station Complex in the future the siting, scale and setbacks relative to key heritage elements and important views should be confirmed and refined using sightlines and mass modelling.

6.4.2 Removal of heritage fabric

It is accepted that some level of removal and/or relocation and reuse of heritage fabric may be necessary to facilitate the Great Southern Rail Trail (GSRT) extension and the safety, use and long-term sustainability of the Complex. It is advised that the extent of such demolition or removal works should be restricted in extent with the aim of maximising the retention of significant and contributory fabric and legibility of the site's former use and function.

The primary rail track closest to the platform and the turntable are key elements that demonstrate the historic use of the site and should be retained in situ. There is scope to remove or relocate adjacent track lines which do not contribute to the legibility of the site's heritage as strongly as the primary rail track.

6.4.3 Development of site

Ensure that any development of the Korumburra Railway Station Complex retains the legibility of the external form of the station buildings, associated rail elements, and the spatial integrity and characteristics of the railway corridor.

Ensure that clear distinctions are made between new and old elements of the site and that there is no room for confusion between heritage fabric and new interventions.

Site and mass any development to the northeast and southwest of the railway line to preserve the legibility of the railway corridor within the Complex.

Ensure that any new development does not physically or visually dominate existing buildings, associated elements, and spatial qualities of the Complex. Ensure that any new development is sympathetic to the Complex and its heritage values in scale, form character and materiality.

Some level of contrast in form, character and materiality can be considered to demarcate the contemporary nature of proposed works but this should be complementary and subservient to existing characteristics.

Design that sensitivity and innovatively interprets the aesthetic principles and characteristics of the heritage place is encouraged.

6.4.4 Landscaping

Ensure the landscape value and of existing trees and vegetation on the site is considered within the context of any proposed development.

Ensure new landscaping is in keeping with the prevailing landscape character of the Complex and Railway Corridor. Proposed new landscaping should be developed in consideration of prevailing views to the Korumburra Station and railway corridor from the township and within the corridor itself and seek to preserve and enhance these views.

As with the built form some level of variation in landscape character could be contemplated, however new landscaping should be complementary and subservient to existing characteristics.

Consider the use of landscaping to screen the proposed carpark.

Consider how landscaping could be used to interpret the former railway line tracks and turntable.

6.4.5 Archaeology

Consider undertaking an archaeological survey to identify areas of archaeological significance.

7.0 References

7.1 Primary sources

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