

## HAWTHORN RAILWAY STATION COMPLEX



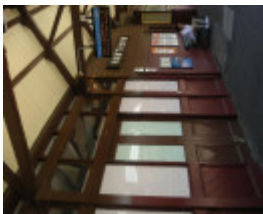
Northern ends of east [Platform 1] buildings viewed from the Evansdale Rd footpath



Looking north from the mid-point of the edge of Platform 2 - the Station nameboard and back-to-back timber benches in foreground are significant elements



Looking southward along Platform 1 at its buildings and canopy - the canopy timber king-post trusses and support brackets of bent rail are visible



Platform 1 - timber-framed glazed doors, sidelights and early wall-mounted Station nameboard



Platform 1 - base of stairs to the overbridge



Looking south beneath the Platform 1 cantilever-truss canopy



Southeast elevation of the Platform 1 building viewed from the carparking area



Platform 1 building - glazed timber doors and awning within the southeast-facing elevation



Platform 1 building - southwest elevation



Small standalone building between Platform 1 building and Evansdale Rd



Platform 1-side buildings viewed from the south on Evansdale Rd



Looking north-east within the Burwood Rd end of the Platform 1 building - the king-post roof trusses about those of the platform canopy outside the wall to the left



Looking south-west within the Burwood Rd end of the Platform 1 building



Looking at Platform 3 from the north, with the entire Platform 2 and 3 canopy visible



Looking from the north along the edge of Platform 3 - the matching curvature of the canopy roof and platform edge is evident



Painted cast iron and timber fence and gate components beneath the northern end of the Platform 2 and 3 canopy



Small building under the northern end of the Platform 2 and 3 canopy



The roofed footbridge and its access stairs links the two Platforms at their mid-points



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Access stairs to footbridge viewed from the southwest - from beneath the Platform 2 and 3 canopy



Looking northwards along the edge of Platform 2 with the south elevation of the roofed footbridge between the Platforms visible at upper right



Looking from the west at the northern ends of the buildings and canopies on Platforms 1, 2 and 3



Looking north and upwards along the pedestrian walkway which links the island Platforms 2 and 3 with the south-side footpath on Burwood Rd bridge



Looking north along Platform 3 at the west-facing brick wall beneath the walkway



The northern-most of the arched alcoves beneath the pedestrian walkway have been enclosed to create storage areas



This building under the southern end of the Platform 2 and 3 canopy was constructed in 2014 and contains facilities for Protective Services Officers



HAWTHORN RAILWAY STATION COMPLEX SOHE 2008



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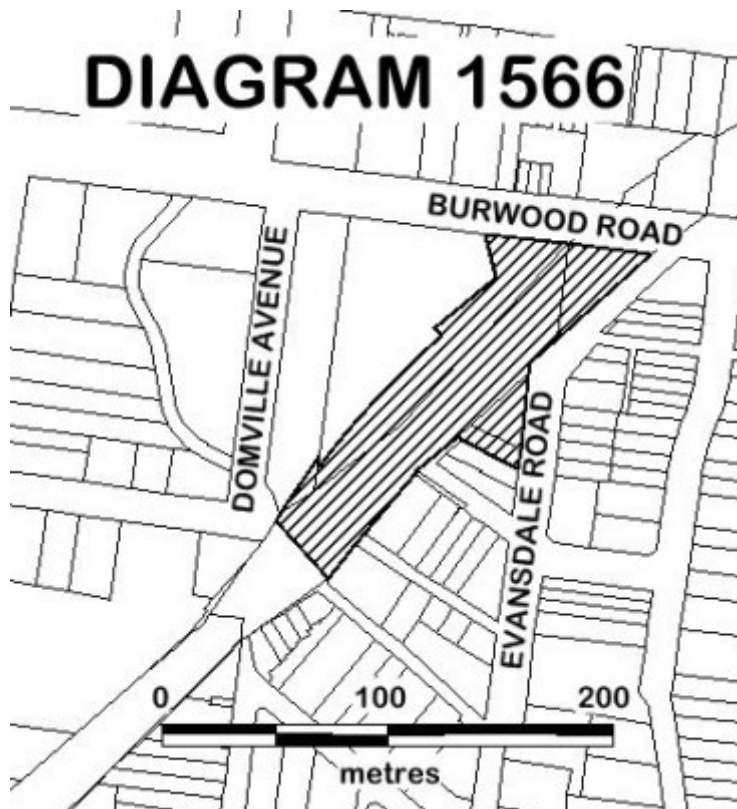
hawthorn railway station centre platform entrance



hawthorn railway station end view



hawthorn railway station platform detail



HAWTHORN RAILWAY STATION COMPLEX EXTENT DIAGRAM 1566



Aerial photo of Hawthorn Railway Station Complex showing Registration extent

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## Location

54 BURWOOD ROAD HAWTHORN, BOROONDARA CITY

## **Municipality**

BOROONDARA CITY

## **Level of significance**

Registered

## **Victorian Heritage Register (VHR) Number**

H1566

## **Heritage Overlay Numbers**

HO42

## **VHR Registration**

August 20, 1982

## **Amendment to Registration**

March 1, 2018

## **Heritage Listing**

Victorian Heritage Register

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## **Statement of Significance**

Last updated on - February 8, 2018

What is significant?

The Hawthorn Railway Station Complex including its platforms, the weatherboard-clad Station buildings alongside Platform 1, the canopies over the Platforms, the roofed footbridge linking the Platforms, and the sloping walkway which links Platform 2 and 3 with the Burwood Road bridge. Significant elements include the timber benches and white-on-black Station nameboards, the sloping walkway's cast iron balustrades and gates, and timber posts and gates on Platform 2 and 3 under the canopy's northern end. The small weatherboard-clad building constructed in 2014 on Platform 2 and 3 beneath the southern end of its canopy is not significant.

How is it significant?

The Hawthorn Railway Station Complex is of historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

Importance to the course, or pattern, of Victoria's cultural history.

Why is it significant?

The Hawthorn Railway Station Complex is significant at the State level for the following reasons:

The Hawthorn Railway Station Complex is historically significant for its clear association with the initial operation and expansion of privately-owned railway services across the Yarra River in the early 1860s. As the first

extension of the suburban rail system to the east across the Yarra it played an important role in the transformation of Melbourne from a walking city to a commuter city. The early 1880s buildings at Platform 1 demonstrate the first of the Victorian Government's alterations and additions to the Station following its 1878 acquisition of this line. The island platform (Platform 2 and 3) illustrates the 1880s, 1890s and early 1900s modifications to this Station when its original role as a terminus evolved due to the extension of its single-track line eastward to Camberwell, the subsequent duplication of that line, and the construction of a 2.4km branch line which until the 1950s extended from Hawthorn northward to Kew Station. [Criterion A]

## Permit Exemptions

### General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (VHR). General exemptions have been designed to allow everyday activities, maintenance and changes to your property, which don't harm its cultural heritage significance, to proceed without the need to obtain approvals under the Heritage Act 2017.

**Places of worship:** In some circumstances, you can alter a place of worship to accommodate religious practices without a permit, but you must [notify](#) the Executive Director of Heritage Victoria before you start the works or activities at least 20 business days before the works or activities are to commence.

**Subdivision/consolidation:** Permit exemptions exist for some subdivisions and consolidations. If the subdivision or consolidation is in accordance with a planning permit granted under Part 4 of the *Planning and Environment Act 1987* and the application for the planning permit was referred to the Executive Director of Heritage Victoria as a determining referral authority, a permit is not required.

Specific exemptions may also apply to your registered place or object. If applicable, these are listed below. Specific exemptions are tailored to the conservation and management needs of an individual registered place or object and set out works and activities that are exempt from the requirements of a permit. Specific exemptions prevail if they conflict with general exemptions.

Find out more about heritage permit exemptions [here](#).

### Specific Exemptions:

It should be noted that Permit Exemptions can be granted at the time of registration (under s.49(3) of the *Heritage Act 2017*). Permit Exemptions can also be applied for and granted after registration (under s.92 of the *Heritage Act 2017*).

#### General Condition 1

All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

#### General Condition 2

Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

#### General Condition 3

All works should ideally be informed by Conservation Management Plans prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works

suggested in any Conservation Management Plan.

#### General Condition 4

Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

#### General Condition 5

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

#### Specific Permit Exemptions:

##### Station Site

- . Repairs to - or replacement of - rail track, sleepers and ballast.
- . Repairs to, replacement of, renewal of and alterations to any electric or electronic signalling equipment.
- . Removal of, rewiring or restructuring of live overhead power wires.
- . Repositioning or renewal of wire support structures.
- . Installation of lighting on existing light poles, speakers, monitor cameras, and monitor screens.
- . Repairs to, or replacement or installation of rubbish bins, seating, bicycle racks and other small items.
- . Resurfacing of the platforms with asphalt.
- . Repainting of line marking within car-parking area.
- . Minor repairs and maintenance to path surfaces, steps, kerbs and gutters.

##### Landscape

- . The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs and replanting the same species or cultivar, disease and weed control, and maintenance to care for existing plants.
- . The removal or pruning of dead or dangerous trees to maintain safety.
- . Removal of plants listed as noxious weeds in the *Catchment and Land Protection Act 1994*.
- . Vegetation protection and management of possums and vermin.

##### Building Exteriors

- . Minor repairs and maintenance which replace like with like.
- . Removal of extraneous items such as air conditioners, pipe work, ducting, wiring, antennae and aerials.
- . Installation or repair of damp-proofing by either injection method or grouted pocket method.
- . Painting of previously painted surfaces provided that preparation or painting does not remove evidence of the original paint or other decorative scheme.

##### Building Interiors

- . Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of any original paint or other decorative scheme (no stained timberwork is to be painted).
- . Removal of paint from originally unpainted or oiled joinery, doors, architraves, skirtings and decorative strapping by non-abrasive methods.

- . Installation, removal or replacement of non-original carpets and/or flexible floor coverings.
- . Installation, removal or replacement of non-original curtain tracks, rods and blinds.
- . Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, paintings and other wall-mounted artworks.
- . Refurbishment of bathrooms, toilets and kitchens including removal, installation or replacement of non-original sanitary fixtures and associated piping, mirrors, wall and floor coverings, kitchen benches and fixtures including sinks, stoves, ovens, refrigerators, dishwashers etc and associated plumbing and wiring.
- . Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits should remain in situ.
- . Installation, removal or replacement of bulk insulation in the roof space.
- . Installation, removal or replacement of smoke detectors.

## Theme

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

Construction dates        1861,  
 Heritage Act Categories   Registered place,  
 Hermes Number            576  
 Property Number

## History

Hawthorn Railway Station first opened on 13 April 1861. It was initially the terminus of a branch line from Richmond, operated by the privately-owned Melbourne and Suburban Railway Company, and comprised a single platform (at the location of the present-day Platform 1). In 1865 the Company was absorbed by a competitor and rebranded as the Melbourne and Hobson's Bay United Railway Company, which in turn was taken over by the Victorian Government in 1878. The central portion of the timber building on Platform 1 dates from the early 1880s, and additions have been constructed at both ends of this building. After the railway line from Hawthorn was extended to Camberwell in 1882 a second platform was built at Hawthorn to accommodate the duplicated track. A two-station single track branch line linking Hawthorn to Kew opened in 1887, and following this the present-day island Platform 2 and 3 was constructed in 1890. The large canopy on this island platform, originally located at Flinders Street Station over the St Kilda and Port Melbourne platforms, was dismantled and then rebuilt at Hawthorn on its Platform 2 and 3 in 1901. The signal box and waiting facilities buildings constructed on this platform at that time are no longer extant. After the Kew line's official closure in 1957, Platform 3 at Hawthorn was repurposed in 1963 to serve an additional line for trains travelling between the city and Camberwell. Apart from the additions and alterations to the Platform 1 building since its original construction, minimal change occurred at the Hawthorn Railway Station during much of the twentieth century and this has resulted in the retention of much of the Complex's original fabric.

### KEY REFERENCES:

Goad, Philip, 'RAILWAY STATIONS', pp.581-583 in eds Philip Goad & Julie Willis, *The Encyclopedia of Australian Architecture* (2012), Cambridge University Press: Port Melbourne.

*Hawthorn*, within 'Victorian Railway Stations' website,

via <http://www.vicrailstations.com/Healesville/Hawthorn/Hawthorn.html>

Lee, Robert (2007), *The Railways of Victoria 1854-2004*, Melbourne University Publishing: Carlton, Vic.

Meredith Gould Conservation Architects (1992), *Hawthorn Heritage Study*.

National Trust of Australia (Victoria) Database citation: 'Railway Station', File Number B4597.

'vicsig.net' railways in Victoria website, especially:

*Hawthorn* page, at <http://vicsig.net/infrastructure/location/Hawthorn>

. *Lilydale Line* page, at <http://vicsig.net/infrastructure/line/lilydale>

. *Kew Line* page, at <http://vicsig.net/infrastructure/line/Kew>

Ward, A., Donnelly, A., in Association with the Australian Railway Historical Society (March 1982), *Victoria's Railway Stations: An Architectural Survey*:

. Volume 1: Introduction and Summary, and

. Volume 3: The Great Railway Age 1880 - 1900.

## Plaque Citation

In 1861 this station was the first to be built east of the Yarra River. The terminus of a privately-owned line until its 1878 takeover by the Victorian Government, it played an important part in the transformation of Melbourne from a walking city to a commuter city.

## Extent of Registration

### NOTICE OF REGISTRATION

As Executive Director for the purpose of the **Heritage Act 2017**, I give notice under section 46 that the Victorian Heritage Register is amended by modifying the following places in the Heritage Register:

Number: H1566

Category: Heritage Place

Place: Hawthorn Railway Station Complex

Location: 54 Burwood Road Hawthorn, Boroondara City

All of the place shown hatched on Diagram 1566 encompassing all of Lot 1 on Title Plan 955684, Lot 1 on Title Plan 933005, Lot 1 on Title Plan 563274, Lot 1 on Title Plan 674939 and Lot 1 on Title Plan 689117, and part of Lot 1 on Title Plan 955682.

Dated 1 March 2018

STEVEN AVERY

Executive Director

[*Victoria Government Gazette* G9 1 March 2018 p.392]

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*This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.*

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