

Statement of Recommendation from the Executive Director, Heritage Victoria

Glenferrie Railway Station Complex, VHR H1671

662-668 Glenferrie Road, 1 Columbia Street and 7 Frederick
Street, Hawthorn, Boroondara City

Wurundjeri Country



Executive Director recommendation

I recommend to the Heritage Council of Victoria (**Heritage Council**) that the Glenferrie Railway Station Complex, located at 662-668 Glenferrie Road, 1 Columbia Street and 7 Frederick Street, Hawthorn in the Victorian Heritage Register (**VHR**) be amended. The category of registration is recommended to be Registered Place.

In accordance with section 62 of the *Heritage Act 2017* (**the Act**), I suggest that the Heritage Council determine:

- to include additional land in the VHR (section 49(1)(d)(i) and (ii) of the Act); and
- the proposed categories of works or activities which may be carried out in relation to the place for which a permit is under the Act not required, will not harm the cultural heritage significance of the place under section 49(3)(a) of the Act.



STEVEN AVERY

Executive Director, Heritage Victoria

Date of recommendation: 13 July 2026

The process from here

1. The Heritage Council publishes the Executive Director's recommendation (section 41)

The Heritage Council will publish the Executive Director's recommendation on its [website](#) for a period of 60 days.

2. Making a submission to the Heritage Council (sections 44 and 45)

Within the 60-day publication period, any person or body may make a written submission to the Heritage Council. This submission can support the recommendation, or object to the recommendation and a hearing can be requested in relation to the submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#).

3. Heritage Council determination (sections 46, 46A and 49)

The Heritage Council is an independent statutory body. It is responsible for making the final determination to include or not include the place, object or land in the VHR or amend a place, object or land already in the VHR.

If no submissions are received the Heritage Council must make a determination within 40 days of the publication closing date.

If submissions are received, the Heritage Council may decide to conduct a hearing in relation to the submission. The Heritage Council must conduct a hearing if a submission requests a hearing, and that submission is made by person or body with a real or substantial interest in the place, object or land.

If a hearing does take place, the Heritage Council must make a determination within 90 days after the completion of the hearing.

4. Obligations of owners of places, objects and land (sections 42, 42A, 42B, 42C, 42D and 43)

The owner of a place, object or land which is the subject of a recommendation to the Heritage Council has certain obligations under the Act. These relate to advising the Executive Director in writing of any works or activities that are being carried out, proposed or planned for the place, object or land.

The owner also has an obligation to provide a copy of this statement of recommendation to any potential purchasers of the place, object or land before entering into a contract.

5. Further information

The relevant sections of the Act are provided at the end of this report.

Description

Glenferrie Railway Station is situated on the Melbourne to Belgrave/Lilydale railway line between Hawthorn Railway Station and Auburn Railway Station and is located within a commercial precinct on the east side of Glenferrie Road, north of the main intersection of Burwood Road and Glenferrie Road. It comprises two station buildings — a downside station building and an island platform building — linked by a transverse passageway under the railway. The station buildings are situated to the east of two separate rivetted steel rail bridge crossings over Glenferrie Road (original rail bridge to the north and 1963 bridge to the south).

The downside station building is a narrow rectangular structure built of red face brick with cement render detailing and corrugated sheet metal roof cladding. The principal (north) elevation of this building — facing onto the narrow Don Arcade — extends from ground to the elevated station building creating a prominent façade to the complex. The facade is symmetrical with end bays which flank a broad central section. The central section is divided into three recessed bays by wide classically-inspired brick piers. At ground level the three recessed bays contain bold arches: an open arch at the east end forming the station entrance, an altered central arch with shallow undercroft containing a coffee shop and awning above, and a blind arch with a door and flanking window openings to the west end. At parapet level, a continuous cornice is bracketed across the central section. The flanking end bays are broad and contain two large, multi-paned windows (the east end upper window has been bricked in) set between piers which support raised bracketed segmental arches at parapet level. Rendered bands run across the elevation. To the downside platform (south) elevation, a canopy with scalloped ripple iron fascia screen cantilevers over the platform supported by steel L-shaped trusses with radiused chords.

The island station building is also a narrow rectangular structure built of red face brick with cement render detailing, containing a waiting room and bathroom facilities. The terracotta tiled roof is gabled with beaded timber boards to the eaves and two red brick chimneys with rendered detailing and terracotta pots. The gable end is decorated with open half-timbered decorative gable supported on timber brackets. A red face brick element, originally housing a freight lift and stairs, projects from the west elevation with a hipped terracotta tiled roof and timber-framed clerestory windows. A continuous rendered band runs across all elevations unifying the two elements. Windows across the island station building are timber framed with flush bluestone sills (some infilled). To the north elevation there are two arched brick openings — an open arch at the east end and infilled arch with reflective glazing (later) at the west end — leading to the waiting room; the waiting room is also accessed via a square opening to the south elevation. A canopy projects from the north elevation of the island station building continuing west to form a broad canopy over the platforms and entrance ramp. The canopy is supported by a framework of rivetted open web trusses and cast-iron columns with decorative steel brackets. Underneath, a large clerestory lantern form (with overpainted glazing) and adjacent lightwell are separated from the platform by iron palisade fencing. Wide asphalt ramps provide access to the platform from the below transverse passageway, with iron railings to either side.

Further west along the platform, there is a shelter with bicycle hoops underneath and bicycle storage boxes (all later insertions).

The station complex is located between Railway Arcade to the south and Don Arcade to the north, with access to the platforms provided from these arcades via a transverse passage running under the railway with two ramps accessing the platforms and a ground-level customer service office. Reinforced concrete beams and barrel vaults, spanning between brick retaining walls and arched arcades, support the platforms and transverse passage.

The original rail bridge crossing Glenferrie Road is a double line trough of rivetted steel construction supported on brick abutments (overpainted).

Four shops constructed as part of the 1917-18 works front Glenferrie Road between Don Arcade and Railway Arcade: one is located north of the original rail bridge fronting both Glenferrie Road and Don Arcade; two are located between the original rail bridge and the 1963 bridge (below the island platform); and one is located south of the 1963 bridge (fronting both Glenferrie Road and Railway Arcade). Don Arcade is covered by a gable roof form with simple gable ends. From the underside, decorative wrought iron plate trusses support a linear skylight with pressed metal ceilings to either side.

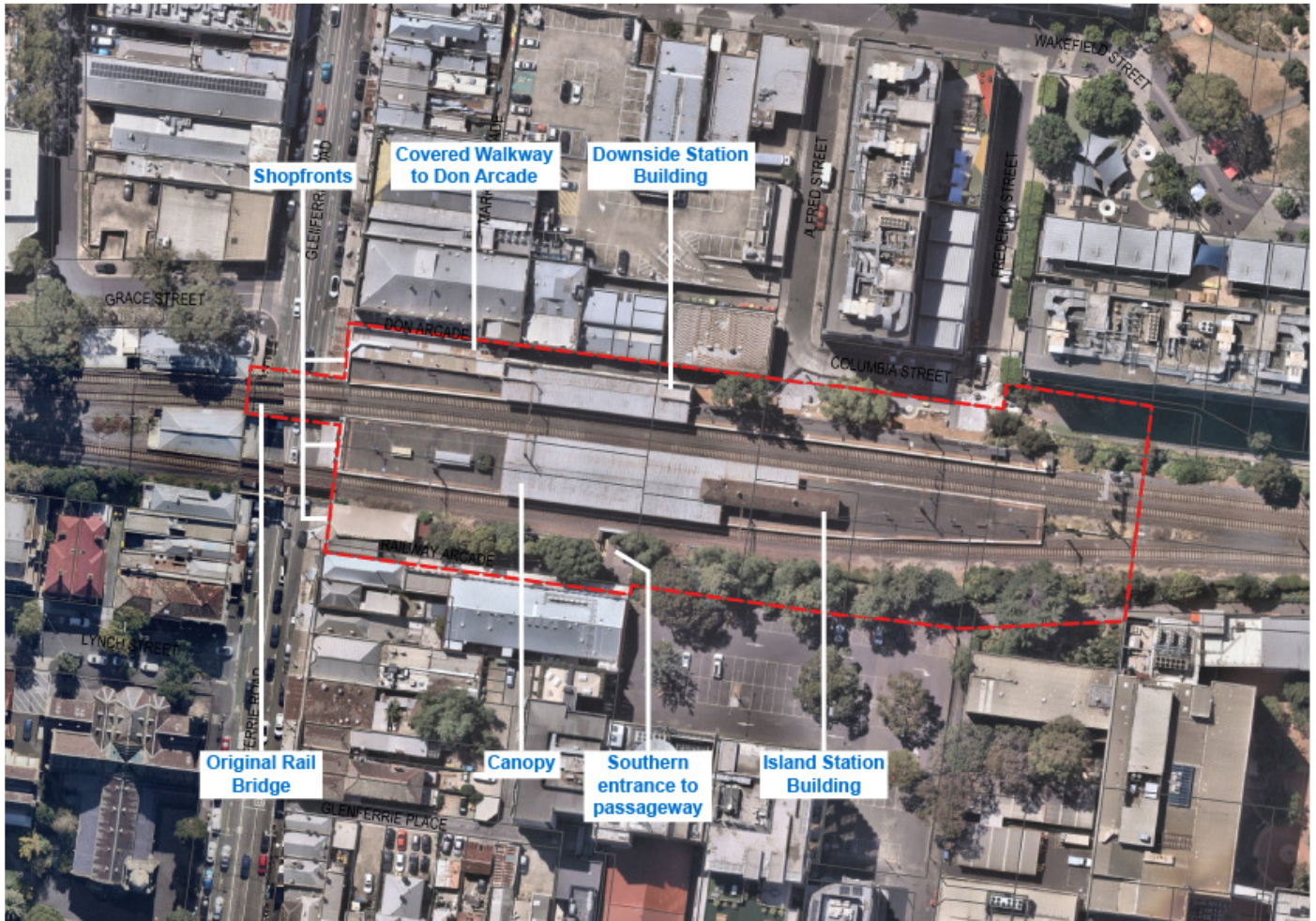
The northernmost shop has metal framed shopfront windows (reconstructed) set between repeating red brick piers and rendered stallboard. The corner is chamfered forming an entrance with timber framed glazed double doors (later). A second set of timber framed double doors (later) is located to the east end of the Don Arcade (north) elevation. A projecting awning extends from the Glenferrie Road (west) elevation over the footpath and in front of Don Arcade. Above the awning line, the chamfered façade is framed by rendered brick piers with recessed bays of multipaned windows. The façade is topped by bracketed segmental arches at parapet level with a continuous bracketed cornice.

The two shops between the original and 1963 rail bridges comprise timber (north) or metal (south) framed glazed shopfronts with centrally placed deep recessed splayed entry with tiled floors, pressed metal soffits and timber framed glazed double doors. Leadlight transom glazing is present to both shopfronts. The northern shopfront contains rendered stallboard and side wall, with later tiling to the southern shop. A projecting awning extends over the footpath and across the two shops. Above the awning line, the facades are framed by rendered brick piers with recessed bays of red face brick (overpainted to the southernmost shop) set between multipaned windows and horizontal rendered bands. The facades are topped by flat-arched parapets with iron palisades behind. The parapet returns to the north end flanking the original rail bridge.

The southernmost shop has a highly altered shopfront, including the loss of the original chamfered entry. The Railway Arcade (south) elevation comprises a red face brick wall to the eastern end with large-format windows set below concrete lintels to the west. An awning projects over the footpath extending along Glenferrie Road and part of the Railway Arcade elevation. Above the awning the chamfered form of the facade remains, with rendered brick piers and continuous cornice line. The façade is topped by parapet combining both flat and arched sections.

Diagram of main elements

This diagram indicates the location of the main elements at Glenferrie Railway Station.



Description images



2026, North elevation of Glenferrie Station downside station building looking east from Don Arcade, Source: Heritage Victoria.



2026, Westernmost entry from Don Arcade to below Glenferrie Station downside station building, Source: Heritage Victoria.



2026, North elevation looking west, Source: Heritage Victoria.



2026, Looking west through the Don Arcade, station building to left, Source: Heritage Victoria.



2026, Northern entrance from Don Arcade to transverse passageway below railway line, Source: Heritage Victoria.



2026, Transverse passageway below railway line, looking south,
Source: Heritage Victoria.



2026, Customer service office and lightwell within transverse
passageway, Source: Heritage Victoria.



2026, Southern entrance to transverse passageway, Source:
Heritage Victoria.



2026, Pedestrian ramp from transverse passageway to downside
platform, Source: Heritage Victoria.



2026, Island platform with broad canopy above pedestrian ramp,
Source: Heritage Victoria.



2026, Island platform station building, Source: Heritage Victoria.



2026, Downside station building, Source: Heritage Victoria.



2026, Downside station waiting room and ramp behind, Source: Heritage Victoria.



2026, Downside platform (right) and island platform (left), rivetted steel railway bridge (centre) over Glenferrie Road, Source: Heritage Victoria.



2026, Rivetted steel railway bridge over Glenferrie Road and 1963 bridge to south (behind), Source: Heritage Victoria.



2026, Western entrance to Don and shopfront to north of the original rail bridge, Source: Heritage Victoria.



2026, Shopfront between two rail bridges, Source: Heritage Victoria.



2026, Shopfront to south of 1963 rail bridge and entrance to Railway Arcade from Glenferrie Road, Source: Heritage Victoria.



2026, Railway Arcade and railway reserve south of station island platform and canopy (right) Source: Heritage Victoria.

History

Statement of Country

The Wurundjeri people have an unbroken connection to the land and waters around Hawthorn from time immemorial. Wurundjeri Country includes the city of Melbourne (Narm) and an area extending north to the Great Dividing Range and beyond, west to the Werribee River, and east to Mount Baw Baw. It includes the Birrarung (Yarra River) which forms the western boundary of Hawthorn and 'forms a central part of the Dreaming of the Wurundjeri'.

The Yoorrook Justice Commission recorded how colonisation brought irreparable damage to First Peoples in Victoria with the introduction of diseases, massacres, dispossession from Country, confinement on missions and reserves, forced labour, separation of families and ongoing policies and practices that perpetuate systemic injustice (Yoorrook Justice Commission, 2025).

The Wurundjeri continue to live, work, practise culture and manage land and waters around Hawthorn.

Melbourne to Lilydale Railway Line

The Melbourne to Lilydale railway line had its beginnings in 1858 when the privately-owned Melbourne and Suburban Railway Company opened a line from Melbourne to Richmond. The company extended the line in the ensuing years, first to East Richmond in 1859, then across the Yarra River to Hawthorn in April 1861. By this time the company was in financial trouble and in 1862 its assets were sold to the Melbourne Railway Company. The government-operated Victorian Railways took over all the privately owned lines in 1878 and oversaw a substantial expansion of the Melbourne suburban network in the following decade (eMelbourne; Fiddian 1988:6).

The 1880s marked a period of rapid railway growth throughout Melbourne and Victoria more broadly. Two Acts of Parliament passed in 1880 and 1884 authorised the construction of 23 and 66 new railway lines respectively - more than doubling Victoria's network to 2,903 miles (4,672 km) by 1892. Later dubbed the 'Octopus Acts' for the sprawling web of lines they created, the Acts stimulated substantial suburban development. The era was also marked by heavy political interference, with members of Parliament pushing for routes that benefited their electorates or personal land interests (Museum of Victoria).

One of the new railway lines linked Hawthorn with the distant township of Lilydale. In April 1882, the Hawthorn to Camberwell section of the new line opened for service. By June 1882 it reached Box Hill and on 1 December of that year, the line extended to Lilydale. The extension of the Melbourne–Hawthorn line stimulated eastern suburban growth and helped establish the Yarra Ranges as a tourist destination while also carrying produce, manufactured goods, and materials including from David Mitchell's limestone quarry in Lilydale. In 1889 a branch line from Ringwood to Upper Ferntree Gully opened, later extended by a narrow-gauge line to Gembrook in 1900 and ultimately re-gauged to Belgrave by 1962 (Fiddian 1988:8-10; GJM Heritage 2024: 25).

Glenferrie Railway Station

Following the extension of the line to Camberwell, Glenferrie Railway Station was opened on 3 April 1882 (vicsig.net). The station was named after nearby Glenferrie Road, itself likely named after a property purchased by solicitor Peter Ferrie in 1840, which he called Glen Ferrie (Victorian Places: online). The station was originally built at-grade with a level crossing at Glenferrie Road.

By the mid-1880s, the new line had stimulated extensive land subdivision and development in surrounding areas. By the late 1880s, the Glenferrie Road shopping strip had begun to eclipse the older Burwood Road businesses clustered around Hawthorn Station. Rapid housing expansion drove strong population growth, and Hawthorn was declared a Town in March 1887. Its new Town Hall, designed by John Beswicke, opened in 1889, and the following year Hawthorn was proclaimed a City (Hawthorn Historical Society: online).

Between 1916-1918 the line from Hawthorn to Camberwell was regraded to ease the steep incline into Camberwell which caused significant network delays. The works involved the demolition of the old Glenferrie Station, removal of the level crossing at Glenferrie Road and construction of an overhead bridge at Glenferrie Road with an elevated railway station building directly to the east of the bridge and shops below. Shops were also constructed below the rail bridge on the west side of Glenferrie Road (Report of Victorian Railways Commissioners 1918:19). The station complex was designed by the Victorian Railway's architect Edward Ballard under the Department's Chief Architect J W Harding (Gould 1993:182).

Tenders were advertised by the Victorian Railways in January 1918 for a 'covered way' and in March 1918 for the construction of shop fronts at Glenferrie Station (*Argus*, 29 January 1918:10; *Argus* 20 March 1918:6). Various retailers and manufacturers occupied the shops at street level from the 1920s (S&M 1925, 1930).

The railway line was electrified from Flinders Street to Box Hill in 1922 and subsequently to Lilydale in 1925. By the late 1950s, population growth and the continuing expansion of the eastern suburbs led to a substantial rise in peak-hour rail traffic. The Victorian Railways Department developed a plan to increase track capacity to enable additional trains to run with the construction of a third track between Hawthorn and Camberwell, involving works at East Camberwell, Auburn and Glenferrie stations. Completed in 1963, the works involved provision of a new up platform with the original up platform converted to a centre platform (island type) allowing bi-directional traffic. An additional rail bridge was constructed to the south of the existing bridge to accommodate the third line (Report of Victorian Railways Commissioners 1961:16; Victorian Railways Newsletter January 1964:4-6).

Selected bibliography

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GJM Heritage, *The Victorian Railways: A Thematic History*, 2024.

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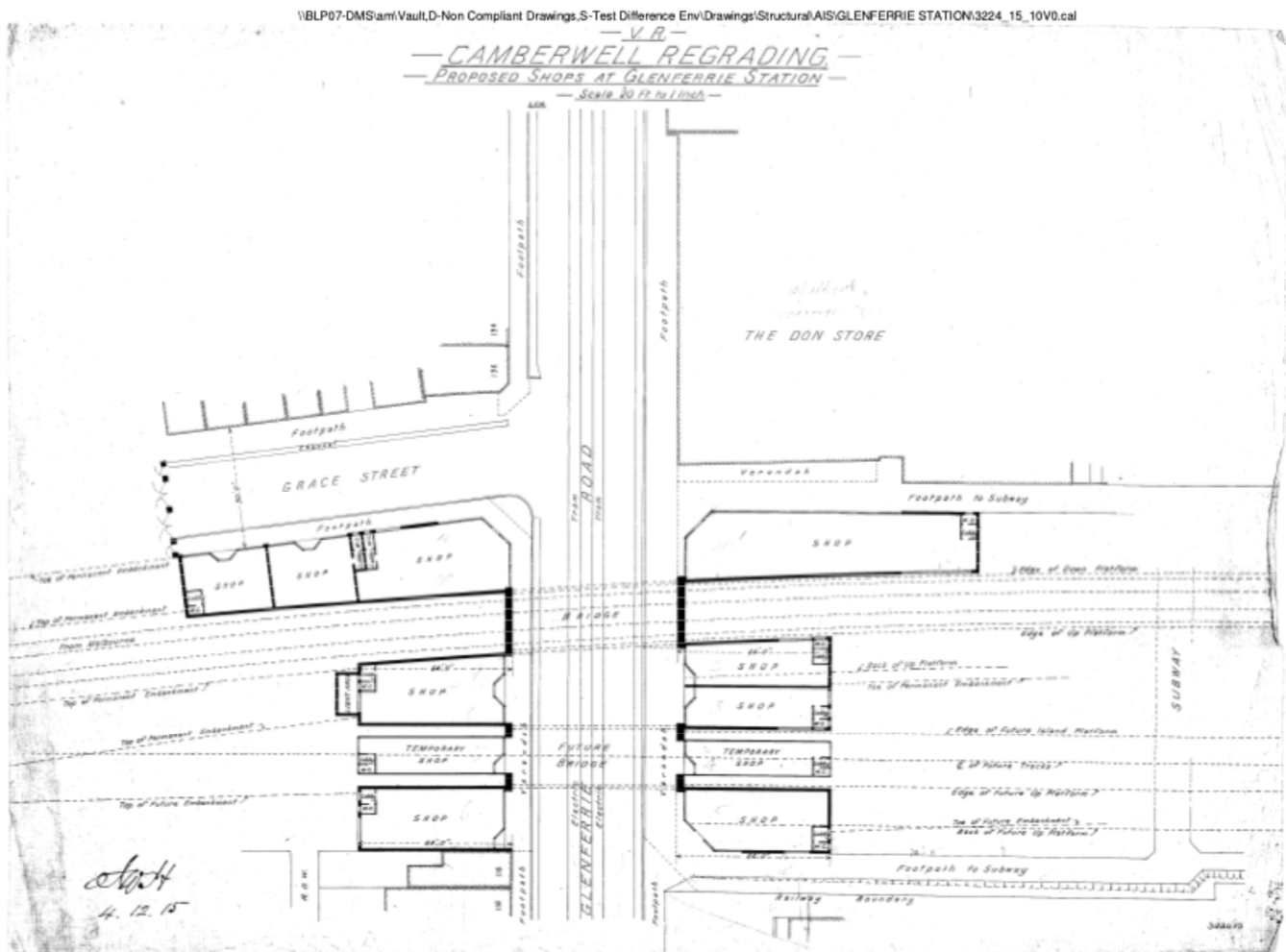
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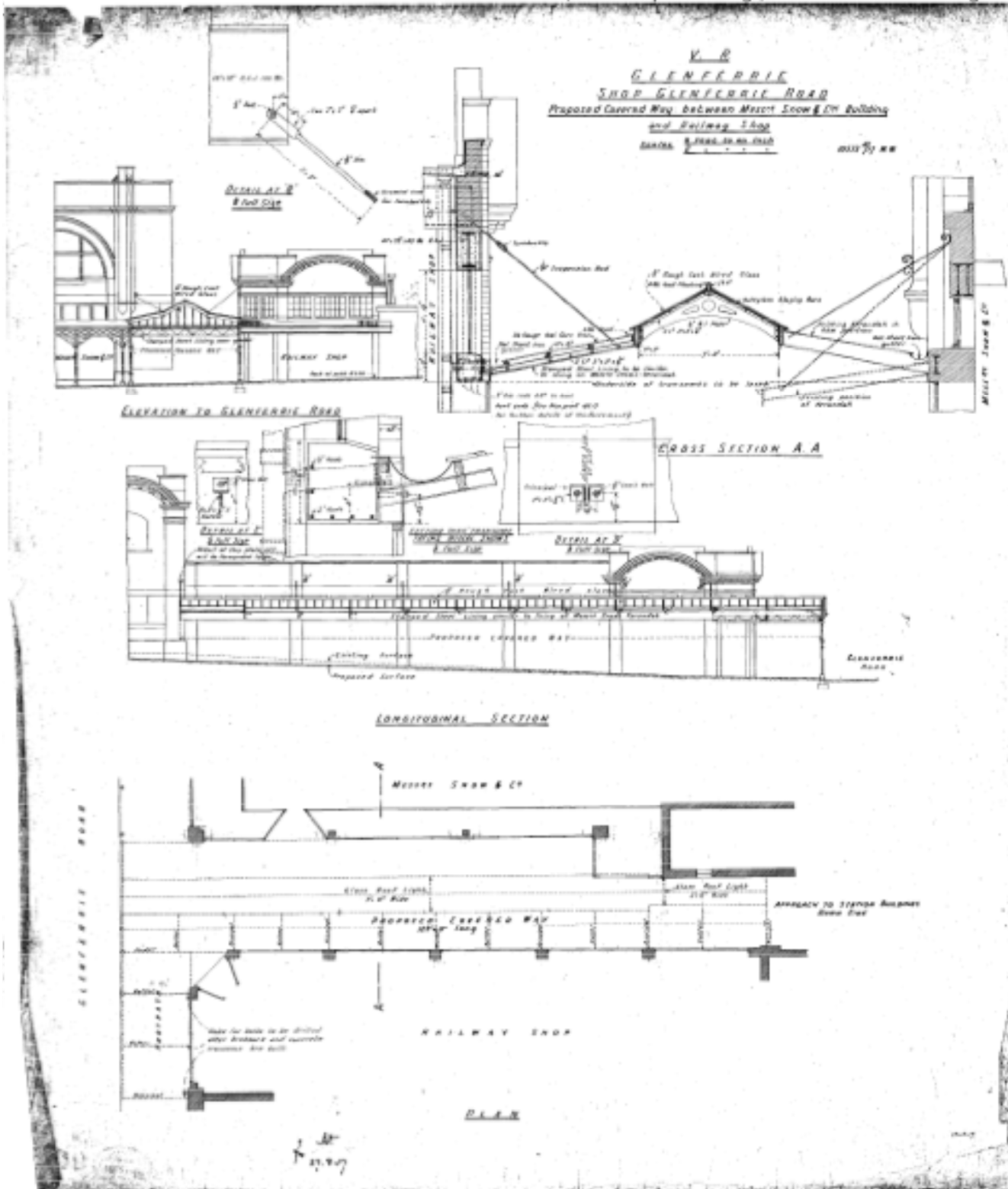
Victorian Railways Newsletter, 1964 www.victorianrailways.net, accessed online 26 March 2026.

Historical images

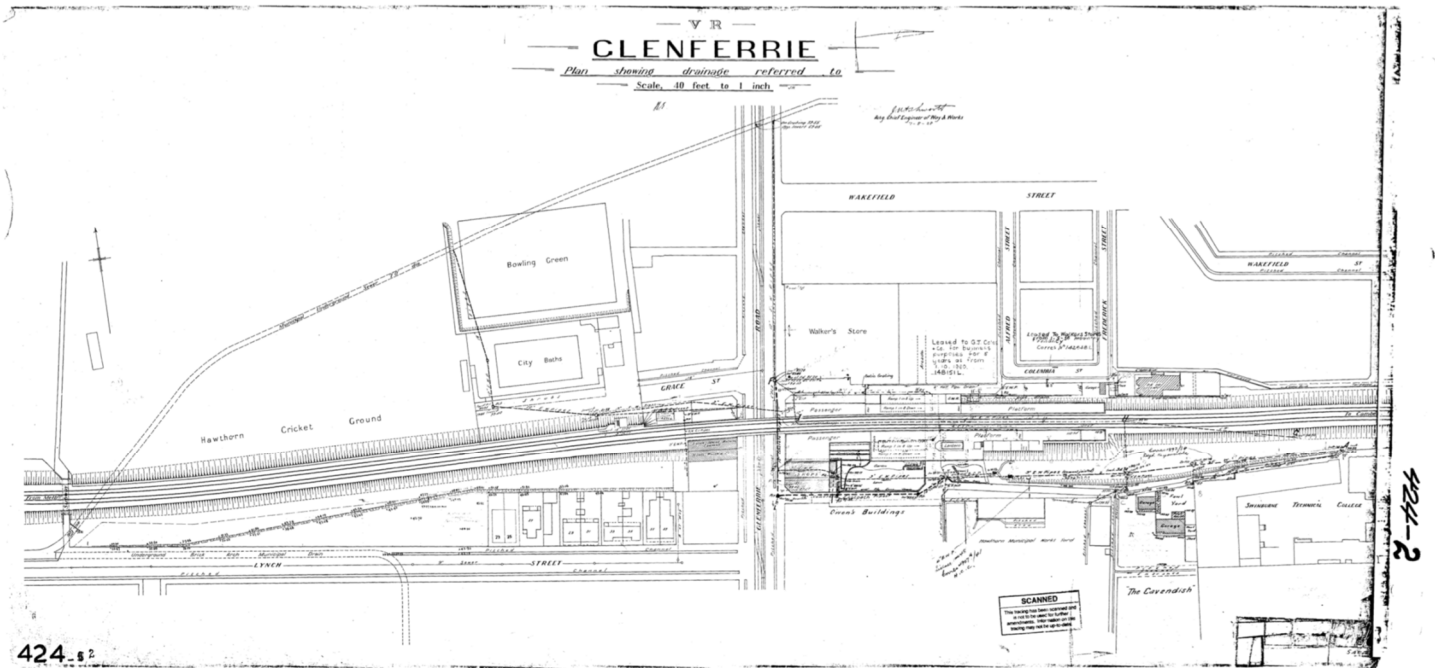


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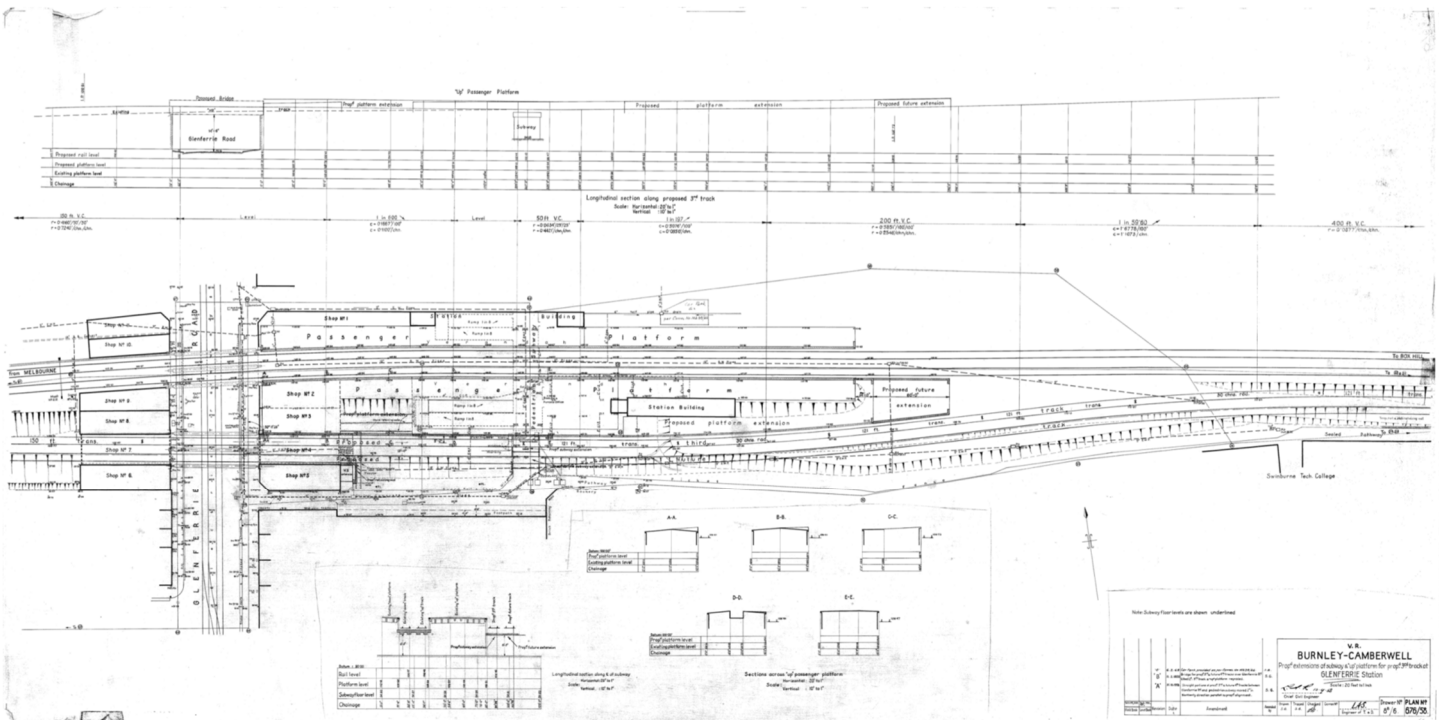
1915, VR Camberwell Regrading: Proposed shops at Glenferrie Station, Source: DOT DMS.



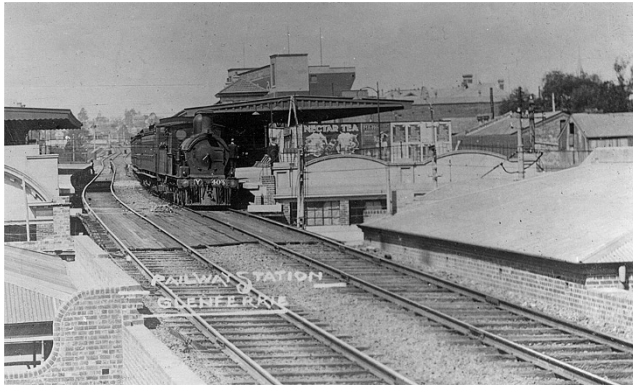
1917, VR Glenferrie: Shop Glenferrie Road – Proposed covered way, Source: DOT DMS.



1928, VR Glenferrie: Plan showing drainage, Source: DOT DMS.



1958, VR Burnley-Camberwell: Proposed extensions of subway and up platform for proposed 3rd track at Glenferrie Station, Source: DOT DMS.



C1917, Glenferrie Station, Source: Victorian Railways:
https://www.victorianrailways.net/photogallery/suburb/sub05/sub05_18.html



Undated (c1930), Station entrance from Glenferrie Road,
 Source: PROV VPRS 12800/P0003, ADV 0490.



Undated (c1930), Railway bridge over Glenferrie Road: PROV VPRS 12800/P0003, ADV 0185.

Further information

Registered Aboriginal Party information

The Glenferrie Railway Station Complex is located on Wurundjeri Country.

Under the Aboriginal Heritage Act 2006, the Registered Aboriginal Party for this land is the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

Victorian Aboriginal Heritage Register

The place is not in an area of Aboriginal cultural heritage sensitivity.

(29 April 2026)

Integrity

The integrity of the place is very good. The cultural heritage values of the Glenferrie Railway Station Complex can be easily read in the extant fabric.

(5 May 2026)

Intactness

The intactness of the place is good.

(5 May 2026)

Condition

The condition of the Glenferrie Railway Station Complex is good.

(5 May 2026)

Note: The condition of a place or object does not influence the assessment of its cultural heritage significance. A place or object may be in very poor condition and still be of very high cultural heritage significance. Alternatively, a place or object may be in excellent condition but be of low cultural heritage significance.

Amendment recommendation

State-level cultural heritage significance of the place

The cultural heritage significance of the Glenferrie Railway Station Complex was recognised when it was included in the Register of Government Buildings in 1988. Its State-level cultural heritage significance was confirmed in 1998 when it was transferred into the VHR.

The Glenferrie Railway Station Complex is of historical and architectural significance to the State of Victoria.

Assessment of additional land and summary of significance

The Executive Director proposes to nominate additional land to this registration because it is his view that:

- The State-level cultural heritage significance of the place would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed.
- The additional land surrounds the place and is important to the protection or conservation of the place; or contributes to the understanding of the place.

The Executive Director notes that:

- The current extent is limited to the fabric of the station building and structures, and is insufficient to protect, conserve and allow for a proper understanding of the place.
- The current extent:
 - does not include the land associated with – or surrounding – the railway buildings and structures on the site.
 - excludes the 1916-18 railway bridge across Glenferrie Road which facilitated the gradient change and the development of the existing station complex.
- The land proposed for inclusion both is currently and has been used in conjunction with the place since 1882 which is over 140 years.

The Executive Director is of the view that:

- If any of the additional land proposed for inclusion in the registration were developed, depending upon the nature of the proposal, there is potential for the development to impact upon the place and substantially reduce its State-level cultural heritage significance.
- The proposed inclusion of land associated with the place will provide clarity on the approvals process for works within the place.
- The proposed inclusion of the railway bridge across Glenferrie Road will ensure all fabric that relates to the State-level values of the place are appropriately captured and considered in any process to manage change.

Change of name

- Not applicable.

Statutory requirements under section 40

Terms of the recommendation (section 40(3)(a))

The Executive Director recommends that the registration of the Glenferrie Railway Station Complex in the VHR is amended.

Information to identify the place or object or land (section 40(3)(b))

Number: VHR H1671

Category: Registered Place.

Name: Glenferrie Railway Station Complex

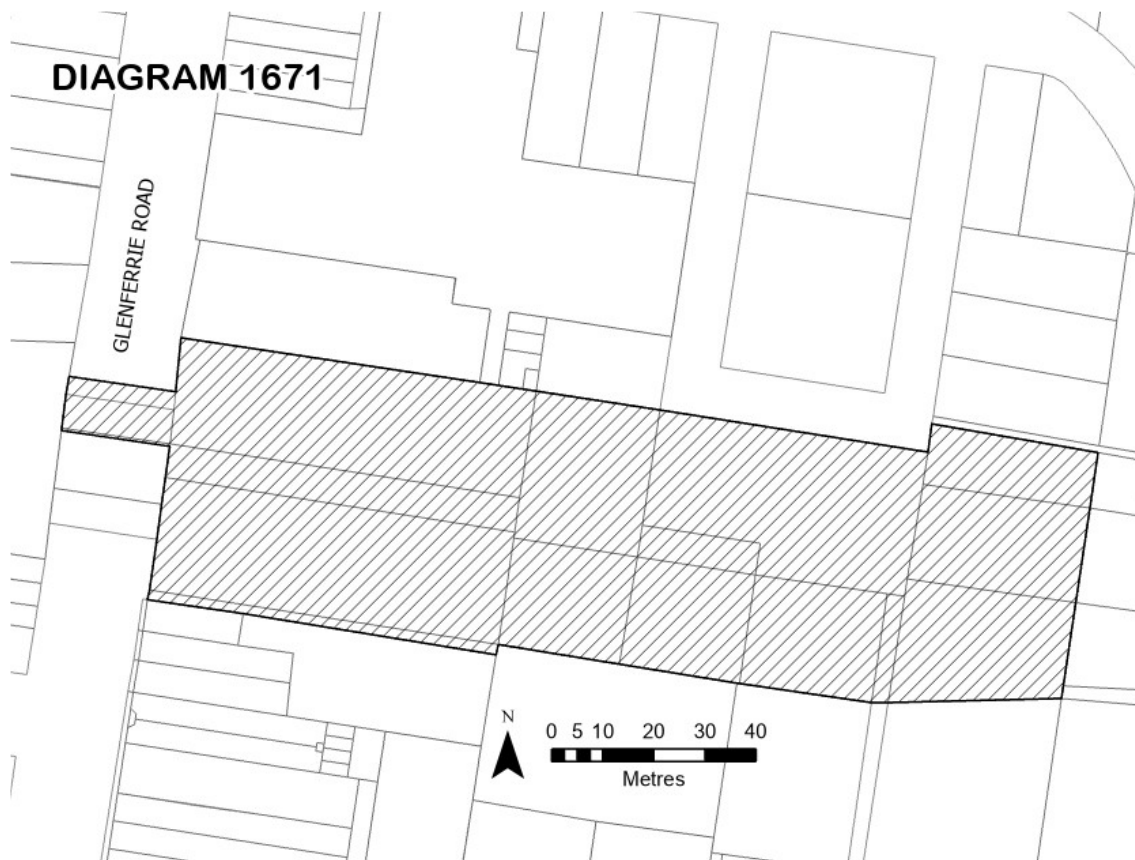
Location: 662-668 Glenferrie Road, 1 Columbia Street and 7 Frederick Street, Hawthorn

Municipality: Boroondara

Proposed extent of registration

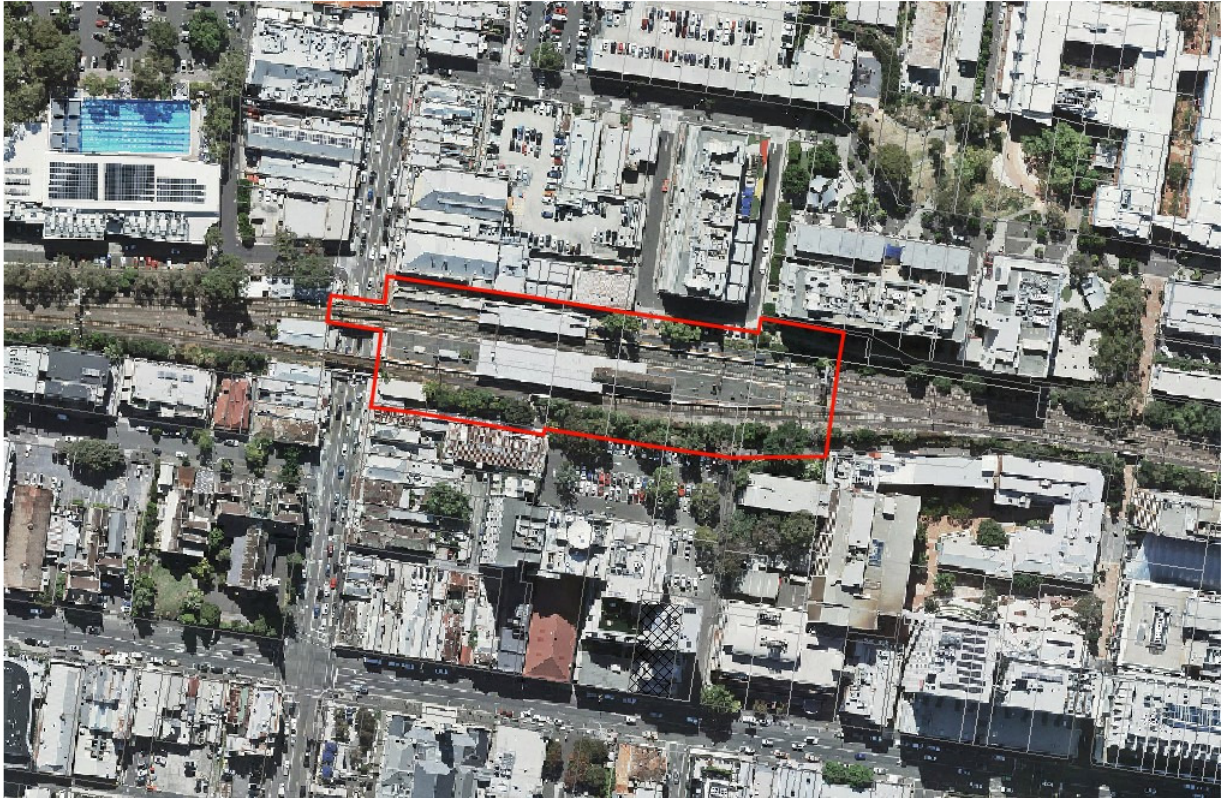
The Executive Director recommends that the extent of registration for the Glenferrie Railway Station Complex be gazetted as:

All of the place shown hatched on Diagram 1671 encompassing all of Crown Allotment 2103 Parish of Boroondara, Lot 1 on Title Plan 549858, Lot 1 on Title Plan 548863, Lot 1 on Title Plan 530009, Lot 1 on Title Plan 420502, Lot 1 on Title Plan 548756, Lot 1 on Title Plan 742097, Lot 1 on Title Plan 551559, Lot 1 on Title Plan 955367, Lot 1 on Title Plan 930938, Lot 1 on Title Plan 567318, Lot 1 on Title Plan 937884, Lot 1 on Title Plan 933629, Lot 1 on Title Plan 548607, and Lot 1 on Title Plan 514668 and part of the road reserve for Glenferrie Road.



Non-statutory information about the proposed extent of registration

Aerial photo of the place showing proposed extent of registration



Note: This aerial view provides a visual representation of the place. It is not a precise representation of the recommended extent of registration. Due to distortions associated with aerial photography some elements of the place may appear as though they are outside the extent of registration.

Rationale for the proposed extent of registration

The recommended extent of registration comprises all elements and features of State-level cultural heritage significance, including the station buildings, platforms, platform canopies, railway infrastructure, rail bridge, Don Arcade, Railway Arcade and four shopfronts to Glenferrie Road.

The recommended extent of registration encompasses all fabric associated with the 1916-1918 construction of a new station complex which elevated the railway line over Glenferrie Road.

The recommended extent of the registration is the same as the nominated extent of registration.

It should be noted that everything included in the proposed extent of registration including all of the land, all soft and hard landscape features, plantings, and all buildings (exteriors, interiors and fixtures) are proposed for inclusion in the VHR. A permit or permit exemption from Heritage Victoria is required for any works within the proposed extent of registration, apart from those identified in the categories of works or activities in this recommendation.

Summary of cultural heritage significance (section 40(4))

Statement of significance

The Glenferrie Railway Station Complex is located on Wurundjeri Country.

What is significant?

The Glenferrie Railway Station Complex constructed in 1916-18 as part of the grade-separation of the railway line over Glenferrie Road to provide a more level gradient between Glenferrie and Camberwell stations. The complex, designed by the Victorian Railway's architect Edward Ballard under the Department's Chief Architect J W Harding, comprises elevated station buildings and platforms, ramps from ground to platform level, ground-level ticket office located on a transverse passage below the railway line, four shopfronts to Glenferrie Road, a skylight supported on decorative wrought iron plate trusses extending along Don Arcade, Railway Arcade to the south, and rivetted steel rail bridge containing two railway lines crossing Glenferrie Road.

How is it significant?

The Glenferrie Railway Station Complex is of historic and architectural significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A

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

Criterion D

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Why is it significant?

The Glenferrie Railway Station Complex is historically significant for its associations with the development of Victoria's suburban railway network over an extended period from the 1880s. The rebuilding of the station complex to provide an elevated station and ground-level shopfronts reflects important changes made between 1916-1918 when the original 1882 railway line from Hawthorn to Camberwell was regraded and elevated over Glenferrie Road on a rail bridge to address the steep gradient into Camberwell. Further developments took place throughout the twentieth century including the addition of a third track and platform in 1963 to increase capacity as suburban expansion continued. [Criterion A]

The Glenferrie Railway Station Complex is architecturally significant as a notable and boldly articulated example of an early twentieth century railway station complex by the Victorian Railway's architecture department. The Glenferrie Railway Station Complex is important for demonstrating the design skills involved in addressing the gradient of the line approaching Camberwell. It demonstrates a number of the principal characteristics of early twentieth century railway station complexes, including:

- Red brick construction with restrained classical detailing to both station buildings and shopfronts.
- Use of the arch as a design motif, framing the entrance and articulating the substantial north façade of the downside station building as well as the shopfront parapets.
- Use of reinforced concrete, including barrel vaulting, beams and slabs to support platforms and ramps.
- Wrought and cast-iron elements used in ramp approaches and platform canopies, forming linear contrasts against the heavier fabric of the station building.
- Clerestory roof lantern at platform level above the ticket/station master's office providing natural light below.
- Integration of original downpipes and cement render with reinforced concrete beams.
- Covered walkway to Don Arcade with skylight supported on decorative wrought iron plate trusses. [Criterion D]

Recommended permit exemptions under section 38

Introduction

A [heritage permit](#) is required for all works and activities undertaken in relation to VHR places and objects. Certain works and activities are [exempt from a heritage permit](#), if the proposed works will not harm the cultural heritage significance of the heritage place or object.

Permit Policy

It is recommended that a Conservation Management Plan is utilised to manage the place in a manner which respects its cultural heritage significance.

Permit Exemptions

General Permit Exemptions

General exemptions apply to all places and objects included in the 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 Act.

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 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 Permit Exemptions

The works and activities listed below under the heading 'Exempt works and activities' are not considered to cause harm to the cultural heritage significance of the Glenferrie Railway Station Complex. These are subject to the following guidelines and conditions:

Guidelines for specific permit exemptions

1. Where there is an inconsistency between permit exemptions specific to the registered place or object ('specific exemptions') established in accordance with either section 49(3) or section 92(3) of the Act and general exemptions established in accordance with section 92(1) of the Act specific exemptions will prevail to the extent of any inconsistency.
2. In specific exemptions, words have the same meaning as in the Act, unless otherwise indicated. Where there is an inconsistency between specific exemptions and the Act, the Act will prevail to the extent of any inconsistency.
3. Nothing in specific exemptions obviates the responsibility of a proponent to obtain the consent of the owner of the registered place or object, or if the registered place or object is situated on Crown Land the land manager as defined in the *Crown Land (Reserves) Act 1978*, prior to undertaking works or activities in accordance with specific exemptions.
4. If a Cultural Heritage Management Plan in accordance with the *Aboriginal Heritage Act 2006* is required for works covered by specific exemptions, specific exemptions will apply only if the Cultural Heritage Management Plan has been approved prior to works or activities commencing. Where there is an inconsistency between specific exemptions and a Cultural Heritage Management Plan for the relevant works and activities, Heritage Victoria must be contacted for advice on the appropriate approval pathway.
5. Specific exemptions do not constitute approvals, authorisations or exemptions under any other legislation, Local Government, State Government or Commonwealth Government requirements, including but not limited to the *Planning and Environment Act 1987*, the *Aboriginal Heritage Act 2006*, and the *Environment Protection and Biodiversity Conservation Act 1999* (Cth). Nothing in this declaration exempts owners or their agents from the responsibility to obtain relevant planning, building or environmental approvals from the responsible authority where applicable.
6. Care should be taken when working with heritage buildings and objects, as historic fabric may contain dangerous and poisonous materials (for example lead paint and asbestos). Appropriate personal protective equipment should be worn at all times. If you are unsure, seek advice from a qualified heritage architect, heritage consultant or local Council heritage advisor.
7. The presence of unsafe materials (for example asbestos, lead paint etc) at a registered place or object does not automatically exempt remedial works or

activities in accordance with this category. Approvals under Part 5 of the Act must be obtained to undertake works or activities that are not expressly exempted by the below specific exemptions.

8. All works should be informed by a Conservation Management Plan prepared for the place or object. The Executive Director is not bound by any Conservation Management Plan and permits still must be obtained for works suggested in any Conservation Management Plan.

General conditions for specific permit exemptions

1. All works or activities permitted under specific exemptions must be planned and carried out in a manner which prevents harm to the registered place or object. Harm includes moving, removing or damaging any part of the registered place or object that contributes to its cultural heritage significance.
2. If during the carrying out of works or activities in accordance with specific exemptions original or previously hidden or inaccessible details of the registered place are revealed relating to its cultural heritage significance, including but not limited to historical archaeological remains, such as features, deposits or artefacts, then works must cease and Heritage Victoria notified as soon as possible.
3. If during the carrying out of works or activities in accordance with specific exemptions any Aboriginal cultural heritage is discovered or exposed at any time, all works must cease and the Secretary (as defined in the *Aboriginal Heritage Act 2006*) must be contacted immediately to ascertain requirements under the *Aboriginal Heritage Act 2006*.
4. If during the carrying out of works or activities in accordance with specific exemptions any munitions or other potentially explosive artefacts are discovered, Victoria Police is to be immediately alerted and the site is to be immediately cleared of all personnel.
5. If during the carrying out of works or activities in accordance with specific exemptions any suspected human remains are found the works or activities must cease. The remains must be left in place and protected from harm or damage. Victoria Police and the State Coroner's Office must be notified immediately. If there are reasonable grounds to believe that the remains are Aboriginal, the State Emergency Control Centre must be immediately notified on 1300 888 544, and, as required under s.17(3)(b) of the *Aboriginal Heritage Act 2006*, all details about the location and nature of the human remains must be provided to the Aboriginal Heritage Council (as defined in the *Aboriginal Heritage Act 2006*).

Exempt works and activities

Railway Corridor

1. Removal of overhead power lines, power poles and gantries.
2. Removal of signalling equipment, emergency telephones, communications cupboards, train detection and wayside devices and make-good.
3. Installation of new below-ground drainage and combined services routes within the rail corridor, ensuring no new penetrations into the station buildings or platform (including substructure) or into ground-level buildings below.
4. Installation of new rail-related infrastructure less than 2m in height at track-level beyond the eastern end of the central island platform.

Railway Station Buildings and Platforms

5. Removal, replacement or installation of tactiles to facilitate universal access and rail corridor safety.
6. Painting of safety line-markings on platform surfaces.
7. Removal of shelter over bike hoops on island platform.

Railway Reserve

8. Removal or management of all vegetation to the north and south of the railway line.
9. All new plantings to the north and south of the railway line.

Glenferrie Road Shopfronts

10. Alterations to interior areas including upgrade of bathrooms, kitchens and toilets, and replacement of existing appliances, fixtures and associated wiring and plumbing.
11. Removal or adaptation of existing internal fitout or installation of new internal fitout including shelving, display units, furnishings, lighting and services, floor coverings and wall finishes.
12. Installation of new internal partitions and walls excluding directly behind shopfront windows.

Glenferrie Road reservation

13. All works and activities relating to road infrastructure, tram infrastructure and footpaths within the road reservation of Glenferrie Road.
14. Removal or overpainting of graffiti from the Glenferrie Road railway bridge and bridge abutments.

Appendix 1: Important information for owners and interested parties

Heritage Council determination (section 49)

The Heritage Council is an independent statutory body that will make a determination on this recommendation under section 49 of the Act. It will consider the recommendation after a period of 60 days from the date the notice of recommendation is published on its [website](#) under section 41.

Making a submission to the Heritage Council (section 44)

Within the period of 60 days, any person or body may make a submission to the Heritage Council regarding the recommendation and request a hearing in relation to that submission. Information about making a submission and submission forms are available on the [Heritage Council's website](#). The owner can also make a submission about proposed permit exemptions (Section 40(4)(d)).

Consideration of submissions to the Heritage Council (section 46)

(1) The Heritage Council must consider—

- (a) any written submission made to it under section 44; and
- (b) any further information provided to the Heritage Council in response to a request under section 45.

Conduct of hearings by Heritage Council in relation to a recommendation (section 46A)

(1) The Heritage Council may conduct a hearing in relation to a recommendation under section 37, 38 or 39 in any circumstances that the Heritage Council considers appropriate.

(2) The Heritage Council must conduct a hearing if—

- (a) a submission made to it under section 44 includes a request for a hearing before the Heritage Council; and
- (b) the submission is made by a person or body with a real or substantial interest in the place, object or land that is the subject of the submission.

Determinations of the Heritage Council (section 49)

(1) After considering a recommendation that a place, object or land should or should not be included in the Heritage Register and any submissions in respect of the recommendation and conducting any hearing, the Heritage Council may—

- (a) determine that the place or object is of State-level cultural heritage significance and is to be included in the Heritage Register; or
- (ab) in the case of a place, determine that—
 - (i) part of the place is of State-level cultural heritage significance and is to be included in the Heritage Register; and
 - (ii) part of the place is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (ac) in the case of an object, determine that—
 - (i) part of the object is of State-level cultural heritage significance and is to be included in the Heritage Register; and
 - (ii) part of the object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or
- (b) determine that the place or object is not of State-level cultural heritage significance and is not to be included in the Heritage Register; or

- (c) in the case of a recommendation in respect of a place, determine that the place or part of the place is not to be included in the Heritage Register but—
 - (i) refer the recommendation and any submissions to the relevant planning authority or the Minister administering the Planning and Environment Act 1987 to consider the inclusion of the place or part of the place in a planning scheme in accordance with the objectives set out in section 4(1)(d) of that Act; or
 - (ii) determine that it is more appropriate for steps to be taken under the Planning and Environment Act 1987 or by any other means to protect or conserve the place or part of the place; or
 - (ca) in the case of a recommendation in respect of an object nominated under section 27A, determine that the object, or part of the object, is to be included in the Heritage Register if it is integral to understanding the cultural heritage significance of a registered place or a place the Heritage Council has determined to be included in the Heritage Register; or
 - (d) in the case of a recommendation in respect of additional land nominated under section 27B, determine that the additional land, or any part of the additional land, is to be included in the Heritage Register if—
 - (i) the State-level cultural heritage significance of the place, or part of the place, would be substantially less if the additional land or any part of the additional land which is or has been used in conjunction with the place were developed; or
 - (ii) the additional land or any part of the additional land surrounding the place, or part of the place, is important to the protection or conservation of the place or contributes to the understanding of the place.
- (2) The Heritage Council must make a determination under subsection (1)—
- (a) within 40 days after the date on which written submissions may be made under section 44; or
 - (b) if any hearing is conducted, within 90 days after the completion of the hearing.
- (3) A determination made under subsection (1)(a), (ab), (ac), (ca) or (d)—
- (a) may include categories of works or activities which may be carried out in relation to a place, object or land, or part of a place, object or land, for which a permit under this Act is not required, if the Heritage Council considers that the works or activities would not harm the cultural heritage significance of the place, object or land; and
 - (b) must include a statement of the reasons for the making of the determination.
- (4) If the Heritage Council determines to include a place, or part of a place, in the Heritage Register, the Heritage Council may also determine to include land that is not the subject of a nomination under section 27B in the Heritage Register as part of the place if—
- (a) the land is ancillary to the place; and
 - (b) the person who owns the place, or part of the place—
 - (i) is the owner of the land; and
 - (ii) consents to its inclusion.
- (5) If a member of the Heritage Council makes a submission under section 44 in respect of a recommendation, the member must not take part in the consideration or determination of the Heritage Council.
- (6) The Heritage Council must notify the Executive Director of any determination under this section as soon as practicable after the determination.

Obligations of owners (section 42, 42A, 42B, 42C, 42D)

42 Obligations of owners—to advise of works, permits etc. on foot when statement of recommendation given

- (1) The owner of a place, object or land to whom a statement of recommendation has been given must advise the Executive Director in writing of—

- (a) any works or activities that are being carried out in relation to the place, object or land at the time the statement is given; and
- (b) if the place, object or land is a place or additional land, any application for a planning permit or a building permit, or any application for an amendment to a planning permit or a building permit, that has been made in relation to the place or additional land but not determined at the time the statement is given; and
- (c) any works or activities that are proposed to be carried out in relation to the place, object or land at the time the statement is given.

(2) An advice under subsection (1) must be given within 10 days after the statement of recommendation is given under section 40.

42A Obligations of owners before determination or inclusion in the Heritage Register—to advise of permits

(1) This section applies if—

- (a) an owner of any of the following is given a statement of recommendation—
 - (i) a place or object nominated under section 27;
 - (ii) an object nominated under section 27A;
 - (iii) land nominated under section 27B; and
- (b) any of the following occurs within the statement of recommendation period in relation to the place, object or land—
 - (i) the making of an application for a planning permit or a building permit;
 - (ii) the making of an application for an amendment to a planning permit or a building permit;
 - (iii) the grant of a planning permit or building permit;
 - (iv) the grant of an amendment to a planning permit or building permit.

(2) The owner must advise the Executive Director in writing of—

- (a) the making of an application referred to in subsection (1)(b)(i) or (ii), within 10 days of the making of the application; or
- (b) a grant referred to in subsection (1)(b)(iii) or (iv), within 10 days of the owner becoming aware of the grant.

42B Obligations of owners before determination or inclusion in the Heritage Register—to advise of activities

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period it is proposed that activities that could harm the place, object or land be carried out.

(2) The owner, not less than 10 days before carrying out the activities, must advise the Executive Director in writing of the proposal to do so.

42C Obligations of owners before determination or inclusion in the Heritage Register—to advise of proposal to dispose

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) within the statement of recommendation period a proposal is made to dispose of the whole or any part of the place, object or land.

(2) The owner, within 10 days after entering into an agreement, arrangement or understanding for the disposal of the whole or any part of the place, object or land, must advise the Executive Director in writing of the proposal to do so.

42D Obligations of owners before determination or inclusion in the Heritage Register—requirement to give statement to purchaser

(1) This section applies if—

- (a) an owner of a place, object or land is given a statement of recommendation; and
- (b) the owner proposes to dispose of the whole or any part of the place, object or land within the statement of recommendation period.

(2) Before entering into an agreement, arrangement or understanding to dispose of the whole or any part of the place, object or land during the statement of recommendation period, the owner must give a copy of the statement of recommendation to the person who, under the proposed agreement, arrangement or understanding, is to acquire the place, object or land or part of the place, object or land.

Owners of places and objects must comply with obligations (section 43)

An owner of a place, object or land who is subject to an obligation under section 42, 42A, 42B, 42C or 42D must comply with that obligation.

Penalty: In the case of a natural person, 120 penalty units;
 In the case of a body corporate, 240 penalty units.

Appendix 2: Existing registration details

Existing extent of registration

Amendment of Register of Government Buildings

Hawthorn City

Railway Station Complex, Off Glenferrie Road, Glenferrie.

[Victoria Government Gazette No. G39 12 October 1988 p3089]

Transferred to the Victorian Heritage Register 23 May 1998 (2 years after the proclamation of the Heritage Act 1995 pursuant to the transitional provisions of the Act)

Existing extent diagram

This registration was gazetted in 1988 without an extent diagram.

Existing statement of significance

What is significant?

Glenferrie Railway Station was rebuilt as a two-storey structure after the railway was raised over Glenferrie Road in 1916 to provide a more level gradient between Glenferrie and Camberwell stations. It features brick and stucco facades punctuated by arches, blind and open, set between wide brick piers. The station was designed by the Victorian Railway's architect Edward Ballard under the Department's Chief Architect J W Hardy.

How is it significant?

Glenferrie Railway Station is historically and architecturally significant to the State of Victoria

Why is it significant?

Glenferrie Railway Station is historically important because of its relationship to the development of Victoria's suburban railway network. The rebuilding of the station provides information about the modifications of the railway line, opened in 1882, and was necessitated by the construction of a rail bridge over Glenferrie Road to ease the steep gradient approaching Camberwell Station. Glenferrie Railway Station is architecturally important because of its ability to exhibit the characteristics of utilitarian and aesthetic design principles adopted in the early twentieth century by the Victorian Railway's architecture department. Glenferrie Railway Station is important because of its association with the technical achievements exhibited by altering the gradient of the rail line approaching Camberwell. It demonstrates the evolution of the suburban rail network and the technological changes undertaken to facilitate commuter travel.

Existing permit policy and permit exemptions

Nil