

HERITAGE COUNCIL DETERMINATION

Determination Date	1 February 2018
Place/Object Name	Hawthorn Railway Station Complex
Location	54 Burwood Road, Hawthorn, Boroondara City
VHR Number	H1566
Category	Heritage Place

At a meeting of the Heritage Council of Victoria on 1 February 2018 it was determined that, in accordance with Section 62(1) of the *Heritage Act 2017*, the Victorian Heritage Register entry for the above place should be amended. This decision was reached having considered the assessment against the Heritage Council's criteria and other information, including the proposed amendments contained in the attached report and submissions received in response to the Executive Director's recommendation.

The Heritage Council endorses and adopts the attached report for the purposes of making its decision.



Professor Stuart Macintyre AO
Chair, Heritage Council of Victoria

Recommendation of the Executive Director and assessment of cultural heritage significance under Part 3, Division 7 of the *Heritage Act 2017*

Name	Hawthorn Railway Station Complex
Location	54 Burwood Road, Hawthorn, Boroondara City
Date Registered	20 August 1982
VHR Number	VHR H1566
VHR Categor(ies)	Heritage Place
Hermes Number	576



Hawthorn Railway Station Complex (October, 2017)

EXECUTIVE DIRECTOR RECOMMENDATION TO THE HERITAGE COUNCIL:

To amend the existing registration of VHR H1566 in accordance with s.62 of the *Heritage Act 2017* by:

- Adding land (together with buildings and other structures);
- Updating the Statement of Significance to align with current practice and formatting; and
- Including permit exemptions (this registration currently has no permit exemptions).

Reasons for the proposed amendment:

The Hawthorn Railway Station Complex was first gazetted in 1982 in the Register of Government Buildings ('GBR'). This Register only allowed the registration of buildings, not the land on which they were located or an appropriate curtilage. In 1998, all places in the Register of Government Buildings were transferred to the Victorian Heritage Register, which was established with the introduction of the Victorian *Heritage Act 1995*. These early registrations are currently being updated to include both buildings and land.

Under s.49(1)(d) of the *Heritage Act 2017* the Heritage Council may include additional land to registered places.

The existing registration documentation is provided at Attachment 1 of this report.

A handwritten signature in black ink, appearing to read "Steven Avery".

STEVEN AVERY

Executive Director

Recommendation Date: 17 November 2017

AMENDMENT BACKGROUND

An application to amend the registration of the Hawthorn Railway Station Complex by adding land was accepted by the Executive Director on 17 July 2017 and revised on 3 November 2017. The application was prompted by a concern that the existing registration does not include the land on which the Station buildings and platforms sit, and that the mapped extent of the registration's corresponding existing Heritage Overlay does not contain all of the Station's buildings and platforms.

PREVIOUS EXTENT OF REGISTRATION

Amendment of Register of Government Buildings
Hawthorn City
Railway Station Complex, Evansdale Road, Hawthorn.
[*Victoria Government Gazette* No. G39, 12 October 1988, p.3089]

No extent diagram accompanies the original 1982 registration or the 1988 amendment to the registration.

PREVIOUS CATEGORY OF REGISTRATION

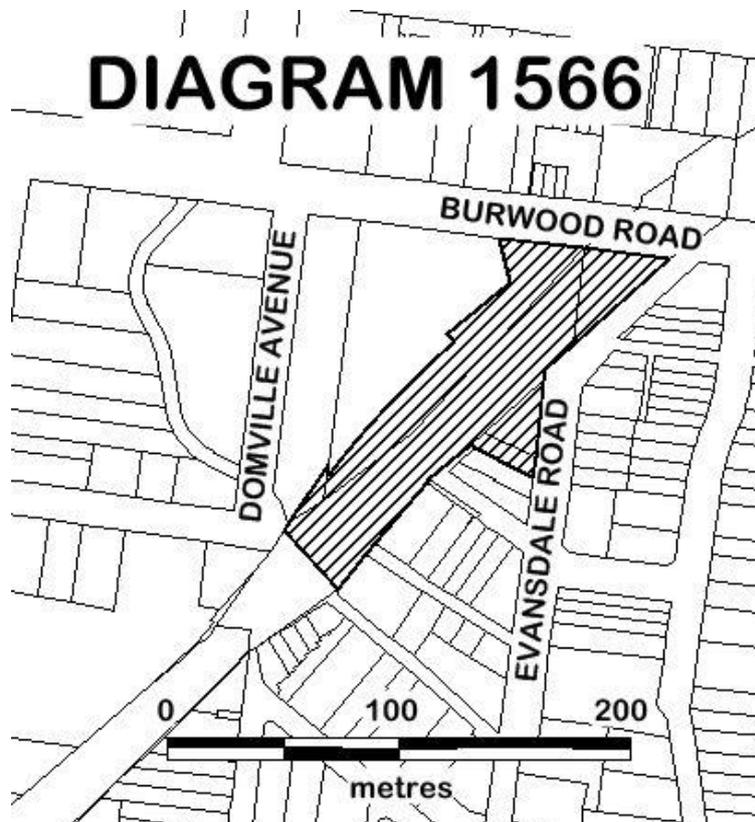
Heritage Place

CURRENT CATEGORY OF REGISTRATION

No change.

EXTENT OF REGISTRATION

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.



The extent of registration of the Hawthorn Railway Station Complex in the Victorian Heritage Register affects the whole place shown on Diagram 1566 including the land, the platforms, the weatherboard-clad Station buildings alongside Platform 1, the weatherboard-clad building at the north end of the island Platform 2 and 3, the canopies over the Platforms, the roofed timber footbridge linking the Platforms, and the sloping walkway which links Platform 2 and 3 with the Burwood Road bridge.

The registration also includes fixtures attached to the Complex at the time of registration including the timber Station nameboards and benches, the sloping walkway's cast iron balustrades and gates, and the timber posts and gates on Platform 2 and 3 under its canopy's northern end.

The recommended extent is the same as the nominated extent.

RATIONALE FOR EXTENT

The proposed extent of registration comprises the cadastral blocks within which the Hawthorn Railway Station Complex buildings and structures are situated. The boundaries of the proposed extent align with those of these cadastral blocks – apart from the proposed extent’s south-western boundary, which is drawn between the corners of adjacent cadastral blocks and is offset by a distance of 5 metres from the southwestern-most extent of Platform 1 – and create sufficient curtilage to provide a setting for the Complex’s buildings and structures, and for the appropriate management of that setting.

AERIAL PHOTO OF THE PLACE SHOWING REGISTRATION



Name: Hawthorn Railway Station Complex
VHR number: VHR H1566
Hermes number: 576

RECOMMENDATION REASONS

REASONS FOR RECOMMENDING THE INCLUSION OF ADDITIONAL LAND IN THE VICTORIAN HERITAGE REGISTER

The Executive Director recommends that the Heritage Council amend this registration in accordance with s.62 of the *Heritage Act 2017*. He recommends that the Heritage Council add land to this registration in accordance with s. 49(1)(d) of the *Heritage Act 2017* on the grounds that:

- (ii) the land surrounding the place is important to the protection or conservation of the place or contributes to the understanding of the place.

The significance of the Hawthorn Railway Station Complex has been recognised by its inclusion in the Victorian Heritage Register [VHR H1566]. This is an early listing (1982) and only the Station buildings – not the land on which they stand, or their associated structures – are included in the registration.

The Hawthorn Railway Station Complex was included in the GBR (1982) and VHR (1998) for its historical significance. The place consists of late-nineteenth century timber weatherboard-clad buildings and their associated canopy structures on two separate platforms, which together serve three railway lines. A roofed timber and iron-framed footbridge over two of the railway lines links the Complex's platforms at their approximate mid-points. Access to the 'island' Platform 2 and 3 is principally via a sloping pedestrian walkway from the south-side footpath on the Burwood Road bridge at the Station's north, while Platform 1 has level access from Evansdale Road at the Station's east.

It is recommended that 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, be included as part of the registration of the place.

BACKGROUND

WHAT IS AT THE PLACE?

The Hawthorn Railway Station Complex comprises a narrow single-sided platform (number '1' on the up-side) along its southeast boundary, and a substantially wider double-sided island platform (numbers '2' and '3') to Platform 1's northwest. The Station building alongside Platform 1 is of horizontal timber weatherboards with gabled corrugated-steel roofs. A portion of the platform canopy which adjoins this building is supported by timber king-post trusses, which also feature within the building itself. Beyond the southern end of this canopy an adjacent area of Platform 1 is protected by a cantilever-truss canopy. An area of the island Platform 2 and 3, roughly opposite Platform 1's building and canopies, is covered by a large and cast-iron framed canopy. This Platform 2 and 3 canopy has a slightly convex curving roof edge along its north-western side, matching the curved edge of Platform 3 below it. Another small timber building is located under the Platform 2 and 3 canopy's northern end. The southern portion of Platform 1 is linked to the island Platform 2 and 3 by a roofed iron and timber-framed pedestrian footbridge. A sloping bitumen-paved walkway – supported by walls of face-brickwork that contain bonded radial-arched alcoves – extends from the island Platform, which it meets beneath the canopy's northern end, to the Burwood Road bridge over the railway lines at the Station Complex's north. A small weatherboard-clad shed, and a shelter structure containing ticket machines and a public payphone, are located to the south-east and north-east respectively of the Platform 1 building's northern end. A ground-level bitumen-paved thirteen car-space parking area is situated between the Platform 1 buildings and Evansdale Road. Another small weatherboard-clad building – containing facilities for Protective Services Officers – is sited beneath the southern end of the Platform 2 and 3 canopy.

WHAT IS THE HISTORY OF THE PLACE?

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 small former Booking Office building under the island Platform 2 and 3 canopy's northern end – and the footbridge between the platforms – also date from this period, although 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.

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY(IES) FOR THIS PLACE?

This site is part of the traditional lands of the people of the Kulin Nation.

Name: Hawthorn Railway Station Complex

VHR number: VHR H1566

Hermes number: 576

STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

WHAT IS SIGNIFICANT?

The Hawthorn Railway Station Complex including its platforms, the weatherboard-clad Station buildings alongside Platform 1, the weatherboard-clad building at the north end of the island Platform 2 and 3, 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 POLICY

Preamble

The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

The extent of registration of the Hawthorn Railway Station Complex in the Victorian Heritage Register affects the whole place shown on Diagram 1566 including the land, buildings, platforms, canopy roofs, footbridge, pedestrian ramp to Burwood Road, and other features. Under the *Heritage Act 2017* a person must not remove or demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a **permit exemption** is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.49(3) of the *Heritage Act*) or after registration (under s.92(1), s.92(3) and s.92(5) of the *Heritage Act*).

It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings, requires a permit unless a specific permit exemption is granted.

Conservation management plans

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

Aboriginal cultural heritage

If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact Aboriginal Victoria to ascertain requirements under the *Aboriginal Heritage Act 2006*.

Other approvals

Please be aware that approval from other authorities (such as local government) may be required to undertake works.

Archaeology

This place has the potential to contain historical archaeological deposits. If any historical archaeological remains are discovered or exposed at any time, it is necessary to immediately contact Heritage Victoria.

Cultural heritage significance

Overview of significance

The cultural heritage significance of the Hawthorn Railway Station Complex lies in the physical fabric of the place, particularly the platforms, the weatherboard-clad Station buildings alongside Platform 1, the weatherboard-clad building at the north end of the island Platform 2 and 3, 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 the timber posts and gates on Platform 2 and 3 under the canopy's northern end. The small weatherboard-clad building situated beneath the southern end of Platform 2 and 3's canopy was constructed in 2014 and is of no cultural heritage significance.

PERMIT EXEMPTIONS (UNDER SECTION 49(3) OF THE HERITAGE ACT 2017)

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.

RELEVANT INFORMATION

Local Government Authority	City of Boroondara
Heritage Overlay	HO42 [VHR H1566]
Heritage Overlay Controls	External Paint: No Internal Alteration: No Tree: No
Victorian Aboriginal Heritage Register	No
Other Listings	National Trust of Victoria (Australia): File number B4597, (classified as being of State-level significance)
Other Names	Hawthorn Railway Complex Railway Station

VICTORIAN HISTORICAL THEMES

- 03 Connecting Victorians by transport and communications**
 - 3.3 Linking Victorians by rail

- 06 Building towns, cities and the garden state**
 - 6.3 Shaping the suburbs

TEXT FOR THE BLUE HERITAGE PLAQUE

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.

ADDITIONAL IMAGES



Northern ends of east (Platform 1) buildings, viewed from the Evansdale Rd footpath. Public access to Platform 1 is via the opening in the fence at the far right. (Nov 2017)



Looking southwards along Platform 1 at its buildings and canopy. The platform canopy's timber king-post trusses and support brackets of bent rail are visible. (Oct 2017)



Beneath the Platform 1 canopy. L: the building features timber-framed glazed doors and sidelights, and an early wall-mounted Station nameboard; R: base of stairs to the overbridge. (Oct 2017)



Looking southwards beneath Platform 1's cantilever-truss canopy, beyond the southern end of the Platform 1 buildings. (Oct 2017)

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Southeast elevation of the Platform 1 building, viewed from the carparking area. (Oct 2017)



Platform 1 building – L: glazed timber doors and awning within the southeast-facing elevation;
R: southwest elevation. (Oct 2017)



Small standalone building between Platform 1 building and Evansdale Road. (Nov 2017)



Looking at the Platform 1-side buildings from the south on Evansdale Road. (Nov 2017)

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Looking north-east within the Burwood Rd end of the Platform 1 building.
The king-post roof trusses abut those of the platform canopy outside the wall to the left. (Nov 2017)



Looking south-west within the Burwood Rd end of the Platform 1 building. (Nov 2017)



Looking at Platform 3 from the north, with the entire Platform 2 and 3 canopy visible. (Oct 2017)



L: looking from the north along the edge of Platform 3 – the matching curvature of the canopy roof and platform edges is evident; R: painted cast iron and timber fence and gate components, beneath the northern end of the Platform 2 and 3 canopy. (Oct 2017)



Looking northwards from the mid-point of the edge of Platform 2. The Station nameboard and back-to-back timber benches in the foreground are significant elements. (Oct 2017)



The former Booking Office building under the northern end of the Platform 2 and 3 canopy dates from the same time as the canopy's relocation from Flinders Street station. (Oct 2017)



The roofed footbridge and its access stairs links the two Platforms at their mid-points. (Oct 2017)



Access stairs to footbridge viewed from the southwest, from beneath the Platform 2 and 3 canopy. (Oct 2017)

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Looking northwards along the edge of Platform 2, with the south elevation of the roofed footbridge between the Platforms visible at the upper right. (Oct 2017)



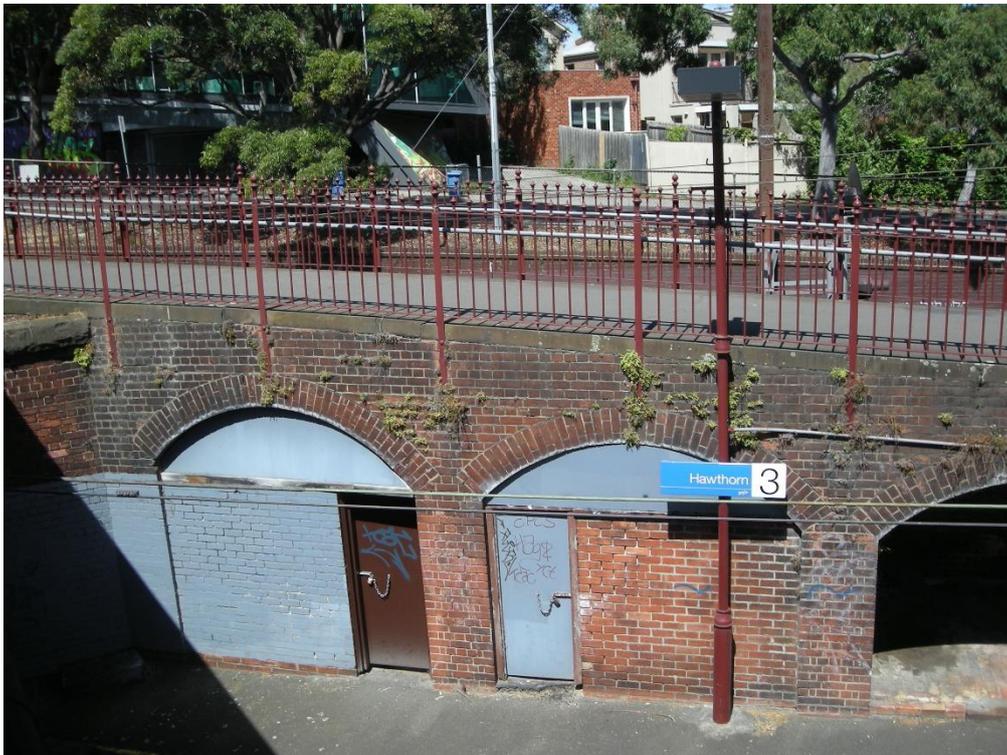
Looking from the west at the northern ends of Platform 1, 2 and 3's buildings and canopies. (Oct 2017)



Looking north and upwards along the pedestrian walkway which links the 'island' Platforms 2 and 3 with the Burwood Road bridge's south-side footpath. (Oct 2017)



Looking north along Platform 3 at the west-facing brick wall beneath the walkway. (Oct 2017)

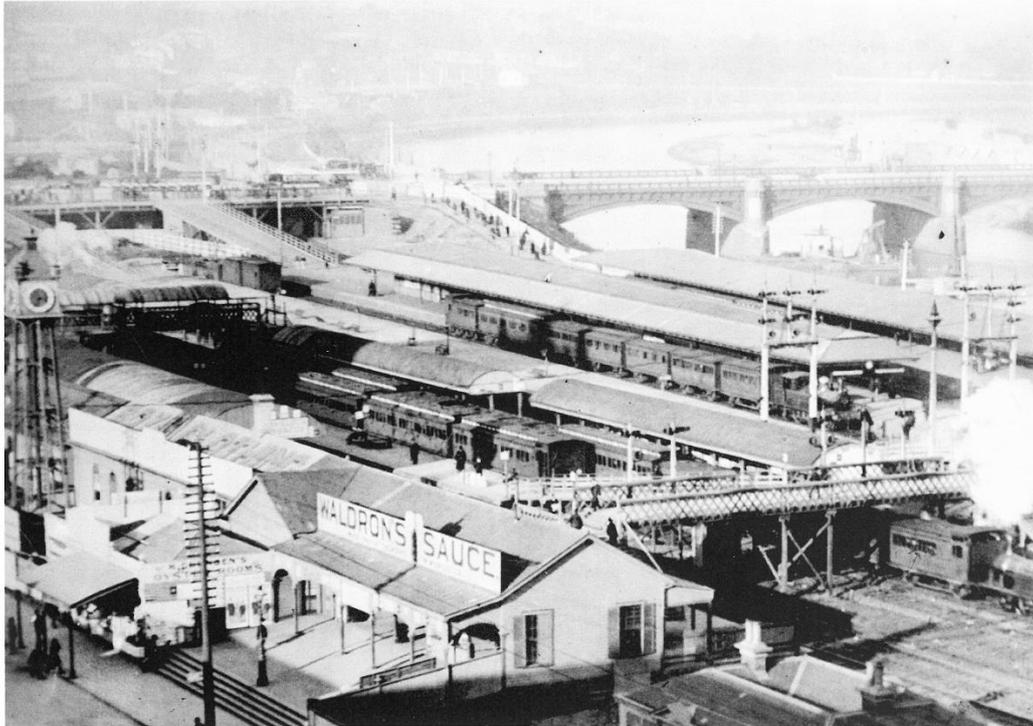


The northern-most of the arched alcoves beneath the pedestrian walkway have been enclosed to create storage areas. (Oct 2017)



This building under the southern end of Platform 2 and 3's canopy was constructed in 2014 and contains facilities for Protective Services Officers. (Oct 2017)

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Flinders Street station (c.1887): the central of these three canopy platforms is the one that was dismantled and then reassembled in 1891 at Hawthorn Station's island Platform 2 and 3.

KEY REFERENCES USED TO PREPARE ASSESSMENT

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.

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ATTACHMENT 1

PREVIOUS REGISTRATION DETAILS

SUPERSEDED BY THE FOREGOING RECOMMENDATION

PREVIOUS CATEGORY OF REGISTRATION

Heritage place.

PREVIOUS EXTENT OF REGISTRATION

Amendment of Register of Government Buildings

Hawthorn City

Railway Station Complex, Evansdale Road, Hawthorn.

[*Victoria Government Gazette* No. G39, 12 October 1988, p.3089]

PREVIOUS STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

What is significant?

Hawthorn Railway Station was constructed, extended and altered by the Victorian Government's railway department after 1880. The station's location and original development after 1861, when the line was opened, was the initiative of three private railway companies: the Melbourne Suburban Railway (1861-1862); the Melbourne Railway (1862-1865); and the Melbourne and Hobsons Bay United Railway (1865-1878). Various additions and alterations were undertaken beginning in 1883, and later in 1890 when an island platform was constructed to accommodate the commencement of services on the branch line to Kew. The station was altered and extended on a number of occasions in the twentieth century.

How is it significant?

The Hawthorn Railway Station is of historic significance to the State of Victoria.

Why is it significant?

The Hawthorn Railway Station is historically important in its ability to exhibit the changes and developments required by improvements to the rail line, and reflects the attitudes of and technological advances implemented by the railway department for more than a century. The association of the Hawthorn Railway Station with three private companies and the Victorian Railways, and as the first station east of the Yarra, is of historic importance. It is historically important because of the relationship to the expansion of the railway over the Yarra River, which aided the growth of Melbourne's eastern suburbs and played a significant role in the conversion of Melbourne from a walking city to a commuter city. The central platform at Hawthorn's Railway Station, constructed in 1890, is historically important in illustrating modifications to accommodate a duplicate line (1882) and a branch line to Kew (1887-1950s).

PREVIOUS PERMIT POLICY

None.

PREVIOUS PERMIT EXEMPTIONS

None.

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