

Heritage Council Determination

Determination date	1 October 2026
Place/Object name	Auburn Railway Station Complex
Location	95-99 Auburn Road, Hawthorn East, Boroondara City, Wurundjeri Country
VHR number	H1559
Category	Registered Place
Relevant legislative provision/s	Amendment to the Heritage Register, pursuant to section 62 of the <i>Heritage Act 2017</i>

Determination of the Heritage Council

The Heritage Council of Victoria determined on **1 October 2026**, in accordance with Part 3 and Part 5 the *Heritage Act 2017* ('the Act'), that the above place is to be amended in the Heritage Register.

The Heritage Council determined to make the following amendments to the Heritage Register:

- including additional land in the Heritage Register being all of the place shown hatched on Diagram 1559 in accordance with section 49(1)(d)(i) and (ii) of the Act.
 - determining categories of works or activities which may be carried out in relation to the place for which a permit is not required in accordance with section 49(3)(a) of the Act.
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Executive Director's Recommendation ('the Recommendation')

The cultural heritage significance of the Auburn Railway Station Complex, located at 95-99 Auburn Road, Hawthorn East, Boroondara City, Wurundjeri Country ('the Place') 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 Heritage Register.

On **13 July 2026** the Executive Director made a recommendation to the Heritage Council ('the Recommendation') that the existing registration for the Place should be amended.

The Recommendation was advertised publicly for a period of 60 days, beginning on **17 July 2026**.

Section 44 submissions

During the 60-day public advertisement period, **one (1)** submission was received pursuant to section 44 of the Act. No request for a hearing was received. The submission is summarised below:

- The City of Boroondara made a submission generally in support of the Recommendation.
- The City of Boroondara asked questions of clarification regarding the recommended extent for the Place, including its overlap with elements of existing Heritage Overlay HO260, and associated management implications.

Executive Director's response to submissions

The Executive Director's response is summarised below:

- The Executive Director clarified that any amendment to the existing registration for the Place would require a Ministerial amendment under section 56 of the Act to the polygon for HO260 in the Boroondara Planning Scheme, to reflect any new extent of registration.
- The Executive Director advised that the Department of Transport and Planning typically liaises with the relevant local council before proceeding with any planning scheme amendment made under section 56 of the Heritage Act.

The Place

Description

Taken verbatim from page 3-4 of the Executive Director's Recommendation:

Auburn Railway Station is situated on the Melbourne to Belgrave/Lilydale railway line between Glenferrie Railway Station and Camberwell Railway Station and is located within a commercial precinct on the east side of Auburn Road, north of the main intersection of Burwood Road and Auburn 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 Auburn 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 Auburn Station Reserve, addressing Victoria Road — forms a prominent façade to the complex. Extending from ground to the elevated station building, this elevation 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 containing tall recessed blind arches with rendered keystone and central rainwater heads and downpipes. At ground level the three recessed bays contain bold arches — an open arch at the east end and blind arches with various openings to the others — and at parapet level a continuous cornice is bracketed above the three bays. Flanking end bays are broad and contain two large openings — a blind arch with multi-paned window at the east end bay and two multi-paned windows at the west end bay — set between piers which support raised bracketed segmental arches at parapet level. Across the entire elevation, continuous rendered bands unify the composition. 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. A red face brick element, originally housing a freight lift and stairs, projects from the west elevation with a hipped terracotta tiled roof and clerestory windows (infilled). 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 openings have been infilled with brick latticework (later). To the north elevation there are two arched brick openings leading to the waiting room; the waiting room is also access via a square opening in 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 the canopy, 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 east along the island platform is a later weatherboard building with gable roof.

The station buildings are located between a footpath running parallel to the station reserve to the south and the Auburn Station Reserve to the north, with access to the platforms provided via a transverse passage running under the railway with two internal ramps to access platforms. Reinforced concrete beams and barrel vaults, spanning between brick retaining walls and arched arcades, support the platforms and transverse passage. A former booking office/station masters office is located within the transverse passage, lit by the large clerestory form-lantern on the island platform. Panelled timber doors (altered) lead from the passageway to the office and are set within recessed openings with concrete lintels.

*The Auburn Station Reserve is a landscaped forecourt with asphalt paths, rockeries and five Canary Island palms (*Phoenix canariensis*).*

The original rail bridge crossing Auburn Road is a double line trough of rivetted steel construction supported on brick abutments (overpainted) with rough-hewn bluestone capping.

Three shops constructed as part of the 1916-18 works front Auburn Road: two are located to the north of the original rail bridge (below and abutting the downside platform); and one between the original rail bridge and the 1963 bridge (below the central island platform). The shops each comprise a metal-framed glazed shopfront with centrally placed recessed splayed entry with tiled floor and glazed tiled stallboard and side walls. Leadlight transom glazing is present at the northernmost and southernmost shops, with later clear transom glazing to the shop immediately north of the original rail bridge. The northernmost shop contains a pressed metal soffit to the entry. A projecting awning with scalloped ripple iron fascia screen (later) extends over the footpath from the two northern shops. Above the awning line, the facades are framed by rendered brick piers with recessed bays of red face brick set between multipaned windows and horizontal rendered bands. The facades are topped by flat-arched parapets with iron palisades behind. A continuous bracketed cornice extends across the façade (dentillated to the northern shops).

Reasons for the amendment application

Additional land

The Executive Director recommended that the Heritage Council amend the Place having formed the 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 [s.40(3A)(c)(i)].
- 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 [s.40(3A)(c)(ii)].

The Executive Director noted that:

- The current extent is limited to the fabric of the building, 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 shopfronts addressing Auburn Road, the landscaped rail reserve addressing Victoria Road, and the 1916-1918 railway bridge across Auburn 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 expressed 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 Auburn Road shopfronts, the landscaped rail reserve addressing Victoria Road, and the railway bridge across Auburn 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.

Heritage Council's findings

The Heritage Council's statutory remit is confined to the Act. When a place or object is included in the Heritage Register, the description, history, Statement of Significance and permit policy do not form components of the Heritage Register.

The Heritage Council notes that the Executive Director may make non-statutory amendments as set out in the Recommendation. The Heritage Council's decision in relation to the place is confined to the extent of registration and permit exemptions.

The findings of the Heritage Council generally accord with the Recommendation.

Extent of Registration

The extent of registration is provided as **Attachment 1** and includes all of the place shown hatched on Diagram 1559 encompassing all of Lot 1 on Title Plan 563119, Lot 1 on Title Plan 422217, Lot 1 on Title Plan 900372, Lot 1 on Title Plan 562695, Lot 1 on Title Plan 904809, Lot 1 on Title Plan 545518, Crown Allotment 2080 Parish of Boroondara, Lot 1 on Title Plan 547830, Lot 1 on Plan of Subdivision 214483, Lot 1 on Title Plan 621691, Lot 1 on Title Plan 934183, Lot 1 on Title Plan 900566, and Lot 1 on Title Plan 934613 and parts of Lot 1 on Title Plan 589937, Lot 1 on Title Plan 878274, and Lot 1 on Title Plan 589937 and part of the road reserve of Auburn Road.

Permit exemptions

The Heritage Council determined specific permit exemptions that would not harm the cultural heritage significance of the place. The Heritage Council formed the view that any peppercorn trees within the registered extent of the Place may contribute to its cultural heritage significance, and determined to amend specific exemptions 8 and 11 accordingly.

The permit exemptions as determined by the Heritage Council are provided as **Attachment 2** to this determination.

Conclusion

The Heritage Council determined, pursuant to Part 3 and Part 5 of the *Heritage Act 2017*, that the registration for the Auburn Railway Station Complex is amended in the Heritage Register.

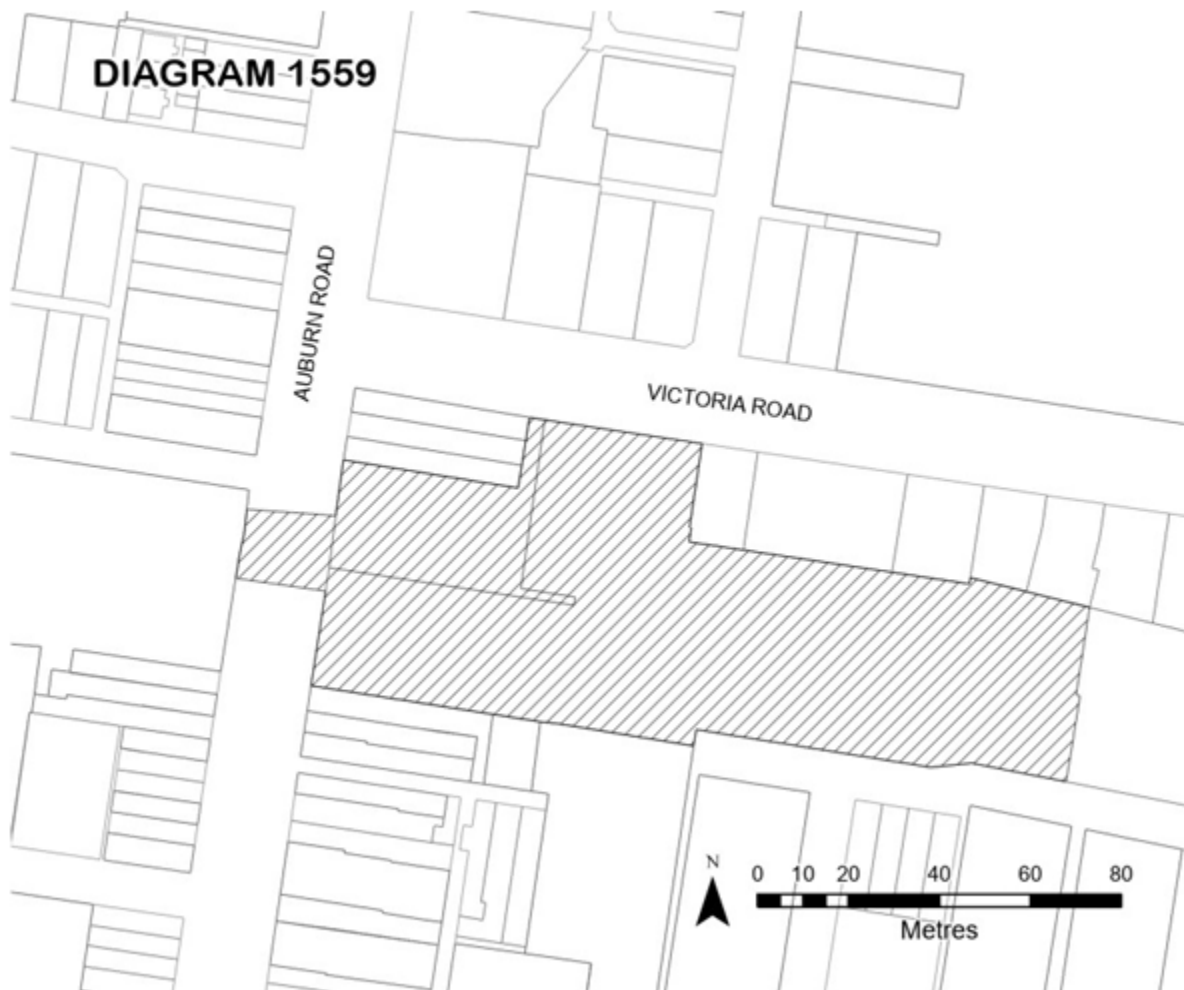
A handwritten signature in black ink, appearing to read 'Philip Goad', with a stylized flourish at the end.

Professor Philip Goad
Chair, Heritage Council of Victoria

Attachment 1

Extent of Registration

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Attachment 2

Categories of works or activities which may be undertaken without a permit (permit exemptions)

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.

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 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 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

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 **Auburn 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 or alterations to the weatherboard structure on the central island platform.

Auburn Station Reserve

8. Removal or management of all vegetation within the Auburn Station Reserve excluding the five Canary Island date palms (*Phoenix canariensis*) and also excluding any peppercorn trees (*Schinus molle*).
9. All new plantings within the Auburn Station Reserve.
10. Removal of existing circular hollow-section metal railing to footpath edges.

Railway Reserve

11. Removal or management of all vegetation to the north and south of the railway line, excluding any peppercorn trees (*Schinus molle*).
12. All new plantings to the north and south of the railway line.

Auburn Road Shopfronts

13. Alterations to interior areas including upgrade of bathrooms, kitchens and toilets, and replacement of existing appliances, fixtures and associated wiring and plumbing.
14. 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.
15. Installation of new internal partitions and walls excluding directly behind shopfront windows.

Auburn Road reservation

16. All works and activities relating to road infrastructure and footpaths within the road reservation of Auburn Road.
17. Removal or overpainting of graffiti from the Auburn Road railway bridge and bridge abutments.