

Heritage Council Determination

Determination date	1 October 2026
Place/Object name	Glenferrie Railway Station Complex
Location	662-668 Glenferrie Road, 1 Columbia Street and 7 Frederick Street, Hawthorn, Boroondara City, Wurundjeri Country
VHR number	H1671
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 of 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 1671 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 Glenferrie Railway Station Complex, located at 662-668 Glenferrie Road, 1 Columbia Street and 7 Frederick Street, Hawthorn, 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 to 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 registered extent for the Place, including its overlap with existing Heritage Overlay HO491, inclusion of shop awnings on Glenferrie Road, the inclusion of the brick and bluestone wall to the south of Railway Arcade, and the inclusion of trees planted north of the railway line in the Columbia Street reserve, specifically the large peppercorn tree.
- The City of Boroondara further requested additional specific permit exemptions to allow works associated with elements not of cultural heritage significance in the context of the Place, such as the removal of the public toilet on Glenferrie Road.

Executive Director's response to submissions

The Executive Director's response to the submission received is summarised below:

Heritage Overlay HO491

- The Executive Director clarified questions regarding extent and the existing Heritage Overlay, noting the requirement of section 56(1) of the Act for the Minister for Planning to update any planning scheme to '*...identify the inclusion of or amendment of that place in the Heritage Register*'.
- The Executive Director noted 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 Act.

Glenferrie Road shop awnings

- The Executive Director clarified that no shop awnings on Glenferrie Road are to be included in the recommended registered extent, and that the recommended written extent of registration to state that *only land directly under the overhead rail bridge* is to be included.
- The Executive Director clarified that:
 - Where the cantilevered awnings are located in airspace above the Glenferrie Road footpaths, approvals will continue to be required from the City of Boroondara under HO491, as is the case at the present time.
 - Proposed works at the point where an awning intersects with a shop wall (i.e. where built fabric touches a shop within a registered extent), will require both an HO permit and approval from the Executive Director under Part 5 of the Act (either a permit exemption or heritage permit).
 - This situation is no different from many other situations across Victoria where commercial buildings in the Heritage Register support awnings or verandahs that extend across footpaths.

Awning on Railway Arcade (also known as Swinburne Walk)

- The Executive Director clarified that:
 - There is one shop awning overhanging Railway Arcade at the Glenferrie Road entrance, part of which faces south to Railway Arcade and is proposed for inclusion in the extent of registration for the Place.
 - Any proposed works to this awning would require approval from the Executive Director, pursuant to Part 5 of the Heritage Act.
 - Proposed works to the awning where it returns along the west elevation of the shop and across the Glenferrie Road footpath will require an approval from the City of Boroondara under HO491 (as is the case at the present time) and an approval under Part 5 of the Act at the point of intersection with any building fabric that is included in the Heritage Register.

Masonry wall (brick and bluestone), south of Railway Arcade

- The Executive Director clarified that:
 - The lengthy masonry (brick and bluestone) retaining wall is located on the property boundary between Swinburne University and VicTrack land.
 - This wall is not an element of significance in the context of the place.

Trees

- The Executive Director clarified that the plantings on Columbia Street, including the peppercorn tree, are not associated with the development of the Place. The Executive Director put forward the view that the peppercorn tree is similar to many others planted on railway, school and public lands across Victoria and is not identified in the City of Boroondara's extensive list of significant trees.

Additional permit exemptions

- The Executive Director acknowledged additional specific permit exemptions may be appropriate for the place, and provided the Heritage Council with proposed specific exemptions based on the submissions of the City of Boroondara.

The Place

Description

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

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.

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 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 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 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.

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 Heritage Council notes the Executive Director's response to submissions made by the City of Boroondara. The Heritage Council generally accepts the position of the Executive Director and proposed amendments to the extent of registration and additional specific permit exemptions (specific exemptions 10 and 16).

The Heritage Council does not, however, accept the position of the Executive Director that the peppercorn trees do not contribute to the cultural heritage significance of the Place. The Heritage Council determined to amend specific exemption 8 accordingly.

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 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 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, Lot 1 on Title Plan 514668, part of Lot 1 on Title Plan 420502 to the extent of the land forming the southern footprint of the permanent awning of the corner shop at Railway Arcade, and part of the road reserve for Glenferrie Road directly under the overhead rail bridge but excluding the bridge strike protection beam.

Permit exemptions

The Heritage Council determined specific permit exemptions that would not harm the cultural heritage significance of the place. The permit exemptions 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 Glenferrie Railway Station Complex is amended in the Heritage Register.



Professor Philip Goad
Chair, Heritage Council of Victoria

Attachment 1

Extent of Registration

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 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, Lot 1 on Title Plan 514668, part of Lot 1 on Title Plan 420502 to the extent of the land forming the southern footprint of the permanent awning of the corner shop at Railway Arcade, and part of the road reserve for Glenferrie Road directly under the overhead rail bridge but excluding the bridge strike protection beam.



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 managed 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 **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 Platform

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, excluding any peppercorn trees (*Schinus molle*).
9. All new plantings to the north and south of the railway line.
10. Repairs, rebuilding or removal of the masonry (brick and bluestone) wall to the south of Swinburne Walk provided that any replacement structure is of similar height and dimensions.

Glenferrie Road Shopfronts

11. Alterations to interior areas including upgrade of bathrooms, kitchens and toilets, and replacement of existing appliances, fixtures and associated wiring and plumbing.

12. 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.
13. Installation of new internal partitions and walls excluding directly behind shopfront windows.

Glenferrie Road reservation

14. All works and activities relating to road infrastructure, tram infrastructure and footpaths within the road reservation of Glenferrie Road.
15. Removal or overpainting of graffiti from the Glenferrie Road railway bridge and bridge abutments.
16. All works to the public toilet structure on the east side of Glenferrie Road under the railway overhead bridge including repairs, internal alterations, replacement with a structure of similar form and dimensions, and removal.