
Hawksburn Railway Station Precinct



Hawksburn Railway Station



Edwardian shops at 2-12
Oban Street



Edwardian shops, Luxton
Road



Edwardian semi-detached
cottages, Luxton Road



Victorian terrace, 31-33
Cromwell Road



Victorian terraces on the west
side Hawksburn Road



Edwardian villa, 35
Motherwell St



Victorian villa, 25 Motherwell
Street



Victorian terrace, Cassell
Street

Location

SOUTH YARRA, STONNINGTON CITY

Municipality

STONNINGTON CITY

Level of significance

Included in Heritage Overlay

Heritage Overlay Numbers

Heritage Listing

Stonnington City

Statement of Significance

Last updated on - February 21, 2022

What is significant?

The Hawksburn Railway Station Precinct comprises an extensive and substantially intact residential area centred on the Hawksburn Station. Suburban development of the area began with the subdivision of large market gardening allotments from c.1860, gaining momentum with the construction of the Hawksburn Railway Station in 1879 and the subsequent subdivision of the grounds to Hawksburn House. A range of dwellings from modest cottages to substantial two-storey terraces and ornate villas were constructed through c.1880s. These largely survive and form significant elements within the context of the Heritage Overlay area. The station buildings were rebuilt to their current form in 1914 and retail and further residential development was undertaken c.1910s on sites left undeveloped through the recession of the 1890s. The rebuilt station, Edwardian retail and residential developments and some interwar developments contribute substantially to the significance and the mature c.1920 character of the area. Elements which contribute to the significance of the area include:

- Road layout and allotment patterns reflecting the subdivision of local mansion estates and the relationship between and topography and status.
- The open landscaped character of the area brought about through broad streets and footpaths, undeveloped front setbacks and landscape elements both within individual properties and the public realm. Low fences and the general absence of carparking, particularly in areas to the south of the station, contribute to this quality.
- The station buildings and associated platforms and elevated walkways and the extent and form of its curtilage arising from the 1914 redevelopment.
- Built form from two distinct periods with very little modern infill illustrates development during the boom of the 1880s and the resurgence of development after the economic recession.
- Intactness of the area to its c.1920 arising from the low proportion of modern infill.
- Intactness of individual buildings to their original states. Dwellings typically survive with their presentation to the street largely unaltered retaining verandahs and decorative detailing. The area is notable for the absence of prominent additions and alterations.
- The consistent, modest scale of the built form. The station, terrace groups and substantial individual buildings such as those to the south end of Hawksburn Road and elsewhere being notable and valued exceptions.
- The detached form of the early dwellings, other than the terraces, with generally uniform (within each streetscape) front setbacks and modest side setbacks.
- Face brick or render materiality (occasionally overpainted) and roofscapes with chimneys, pitched roofs in slate or other tiles.

How is it significant?

The Hawksburn Railway Station Precinct is of local historical and aesthetic significance. The Station is a significant element at a regional level.

Why is it significant?

The Hawksburn Railway Station Precinct is of historical significance for its capacity to illustrate the development of early retail and residential areas around a transportation node (*Historic Themes: 3.3.3 Speculation and land boomers - subdivision from 1880 onwards, 7.1 Serving Local Communities*). Local subdivision patterns reflect the development of large allotments and demonstrate the relationship between topography and social status with larger villa sites occupying the higher ground near the station and modest cottages built on small, low-lying allotments near the creek (*Historic Theme: 8.2.1 Mansion Estates and the Higher Ground - Middle Class Estates in Prahran*). Building stock dates from two distinct periods with no transitional buildings and illustrates the hiatus in building through the recession to a degree not evident in less intact areas (*Historic Theme: 3.3.5 Recovery and infill 1900-1940*). The station, itself, shows the role of the railway in molding and encouraging the development of suburbs (*Historic Theme: 4.4.2 Developing state railway systems in the late nineteenth century*). It is an element of high individual significance and, in combination with similar stations at Toorak and Armadale, also contributes

to a historically significant group of stations along the line (*Historic Theme: 4.4.3 Twentieth century improvements*).

The precinct is of aesthetic significance for its reasonably typical but unusually intact and legible collection of intact buildings and streetscapes. The station building adopts a domestic expression departing from the polychrome appearance of nineteenth century stations. The character of the station is enhanced by retail groups to the north and south which are of some individual significance and combine to create a broader station precinct. Dwellings in residential streetscapes around the station typically reflect polite builders' domestic designs. While these largely comprise straightforward cottages and villas, a number of buildings of particular note provide additional interest. These include: two-storey terraces and villas in Hawksburn Road; Terrace Rows in Barnsbury Road and Motherwell Street; grand residences such as 1 Hawksburn Road, 31-33 Cromwell Road and 29 Motherwell Street; and ornate cottages at 55-59 Hawksburn Road. These buildings adopt a more refined architectural character, beyond that of builders' speculative designs and contribute to the high quality character of the area. A two-storey retail development to the intersection of Luxton and Williams Roads is not typical of built form in the area but is of some individual note.

Heritage Study/Consultant	Stonnington - City of Stonnington Heritage Overlay Gap Study - Heritage Overlay Precincts Final Report, Bryce Raworth P/L, 2009;
Hermes Number	108116
Property Number	

Physical Description 1

Betty Malone notes, 'In the 1880s (Hawksburn) was regarded as a miniature suburb, much like Armadale and Kooyong. Today it is part of South Yarra or Toorak and shares with them their postcodes. One thing is certain, it has little in common with the western third of the block, which is closer in tone to Chapel Street and which came to house a much less affluent community of people'.

This sense of Hawksburn as a high quality suburb detached from Chapel Street and the surrounding thoroughfares persists. To the north and south of the station, polite streetscapes of substantial villas have more in common with contemporary sections of Malvern than adjacent sections of South Yarra or Prahran.

The area to the north of the Station is centred on a group of large Victorian terrace dwellings in Hawksburn Road but includes other polite Victorian villas to their north and a number of substantial Edwardian villas particularly at the southern end of the street. Workers cottages occupy only the least-desirable, low-lying land adjacent to the creek. Victorian villas at 55-59 Hawksburn Road are of some individual distinction for their decorative parapets as is the grand mansion with freestanding stables at No 1. An intact streetscape of timber dwellings to the south side of Walter Street illustrates the variety of dwellings and streetscapes accommodated within the area. Oban and Cassell Streets similarly retain significant Victorian and Edwardian streetscapes. A long Victorian terrace row at 11-21 Oban Street is of some note, as is a group of freestanding Victorian villas along the north side of Cassell Street. Edwardian dwellings through these streetscapes are reasonably generic but contribute to the broad range of scales, forms and architectural expressions that underpin the character and significance of the northern sections of the precinct.

The immediate station environs retain built form from the redevelopment of the station in the 1910s. The station building, dating from 1914, comprises a central platform building accessed by elevated walkways. It adopts a domestic expression with stucco walls and tiled hipped roofs with tall chimneys with terracotta pots. Walkways and entries incorporate curving corrugated iron roofs while skillion-roofed platform shelters employ ripple iron to form decorative valences. The Station building, platforms and access bridges form a complex of some individual note but, in combination with similar stations at Toorak and Armadale, also contribute to an important group of stations along the line. A small retail development to the north of the Station dates from 1914 and retains its original verandah incorporating the City of Prahran crest. A contemporary, two-storey retail group to the south of

the Station retains its original shopfronts. The station, in conjunction with associated retail developments provides the focus for the Heritage Overlay area and the principle pedestrian access between the northern and southern sections of the precinct.

Residential areas to the south of the Station are more consistent, responding to more uniform, gently-sloping terrain. Streetscapes of Victorian and Edwardian terraces, villas, cottages and semi-detached pairs in and around Luxton Road, Motherwell Street and Barnsbury Road survive with a high level of intactness and integrity to their c.1920s state. While buildings generally draw from a range of fairly typical nineteenth and early twentieth century builders' models, a number of notable buildings such as terrace groups in Motherwell Street and Barnsbury Road, an unusual Edwardian attic storey residence at 2 Barnsbury Road and a very early, two-storey villa at 29 Motherwell Street contribute to the interest of the precinct. Two storey commercial premises at the intersection of Luxton and Williams Road are of some significance in their own right. Some interwar flats contribute to the character of the area.

The broad Heritage Overlay area is largely unaltered in terms of modern infill development or prominent upper storey additions. The early character of some streetscapes, most notably parts of Hawksburn Road and Cassell Street, have been diminished by high fences. However, the area otherwise demonstrates a high level of integrity to its mature c.1920 state.

Historical Australian Themes

The following themes are drawn from the *Stonnington Thematic Environmental History* (Context Pty Ltd, 2006, Addendum March 2009).

3.3.1 Crown land sales 1840-1850

3.3.3 Speculation and land boomers - subdivision from 1880 onwards

3.3.5 Recovery and infill 1900-1940

4.4.2 Developing state railway systems in the late nineteenth century

4.4.3 Twentieth century improvements

7.1 Serving local communities

8.2.1 Mansion estates and the higher ground - middle class estates in Prahran

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

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