

FORMER HAWTHORN TRAMWAYS TRUST DEPOT



FORMER HAWTHORN
TRAMWAYS TRUST DEPOT
SOHE 2008



FORMER HAWTHORN
TRAMWAYS TRUST DEPOT
SOHE 2008



FORMER HAWTHORN
TRAMWAYS TRUST DEPOT
SOHE 2008



FORMER HAWTHORN
TRAMWAYS TRUST DEPOT
SOHE 2008



FORMER HAWTHORN
TRAMWAYS TRUST DEPOT
SOHE 2008



1 former hawthorn tramways
trust depot front corner view



Former Hawthorn Tramway
Depot Fan and Tower Wagon
Shed



Former Hawthorn Tramway
Depot During Redevelopment



Former Hawthorn Tramway
Depot During Redevelopment



Former Hawthorn Tramway
Depot from North West



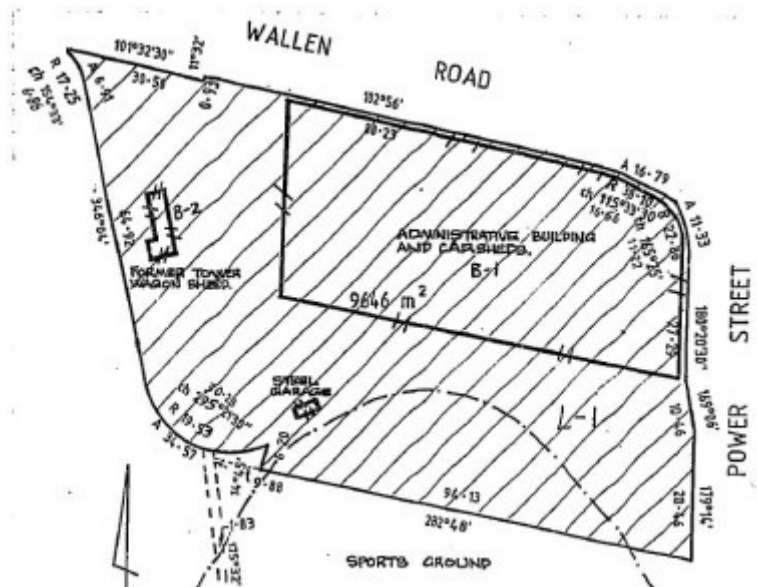
Former Hawthorn Tramway
Depot from South West



Former Hawthorn Tramway
Depot Tower Wagon Shed



Former Hawthorn Tramway
Depot 1990s



h00876 plan h0876

Location

8 WALLEN ROAD HAWTHORN, BOROONDARA CITY

Municipality

BOROONDARA CITY

Level of significance

Registered

Victorian Heritage Register (VHR) Number

H0876

Heritage Overlay Numbers

HO133

VHR Registration

December 15, 1994

Heritage Listing

Victorian Heritage Register

Statement of Significance

Last updated on - March 28, 2007

What is significant?

The Hawthorn Tram Depot was opened in 1916 by the Hawthorn Tramways Trust. Built on a prominent site at the junction of Power Street and Wallen Road, Hawthorn, the depot was centrally placed to service a line from Princes Bridge, Melbourne to the developing outer suburbs of Camberwell and Burwood, and a branch line from Hawthorn Bridge. The Melbourne and Metropolitan Tramways Board was established to assume control of trams from local municipalities in 1919, and hence the Hawthorn Tram Depot passed to their control in 1920.

Five Municipal Tramways Trusts were established to develop electric tramways outside the inner city, where cable trams had been running from the 1880s. The first of these was the Prahran and Malvern Tramways Trust in 1909 and the second the Hawthorn Tramways Trust in 1914. The latter comprised the councils of Hawthorn, Melbourne, Richmond and Camberwell.

The Hawthorn Depot, constructed on a sloping site in 1916, initially comprised a three storey building which housed offices, amenities and substation, and a four track car shed behind. Designed by architect, Leonard Flannagan in an American Romanesque style, the main red brick and render building curves around the corner of the sloping site. The parapetted, curved facade is dominated by regular arched bays divided by pilasters. This is broken on the curve by a pedimented entrance bay and terminates at the west end in a bay containing a pediment supported on four pilasters.

The first portion of the Trust's line, from Princes Bridge to the depot, was opened in April 1916 and the final section to Warrigal Road, Burwood was opened in December of that year. In 1917 the Hawthorn Tramways Trust purchased land to establish a metropolitan tramway park at the end of the line to encourage travel on the line. The success of Wattle Park, and the increase in suburban growth along the route, resulted in the acquisition of more trams and a substantial extension of the depot in 1917. A second three track car shed and basement workshop was added under the direction of architects Sydney Smith and Ogg. The southern facade of this shed was constructed in galvanised iron to facilitate further expansion, which did not eventuate.

West of the depot was an off-form concrete stable and shed which housed a tower wagon used to maintain the overhead wires.

While in use as a tram depot, internal alterations were made to accommodate changing functions of the building. In 1925 a driver and conductor instruction school was opened on the ground floor and from 1940 until the early 1990s, uniforms were manufactured on the top floor

From 1965 all services in the area operated from the Camberwell Depot and the superseded depot in Hawthorn continued to house trams, training facilities and a uniform manufacturing workroom. The complex was redeveloped into apartments and a home for the State's heritage tram fleet.

How is it significant?

Hawthorn Tram Depot, Wallen Road, Hawthorn is of historical and architectural significance to the State of Victoria.

Why is it significant?

Hawthorn Tram Depot is of historical significance as a remnant of an early suburban tram network, which played an important role in the development of the outer suburbs of Melbourne in the early twentieth century. It is important for its association with the formative era of electrification of the tramways by the second municipal trust

and serviced the first electric tram to operate to central Melbourne. The former stable and overhead wagon tower is an important remnant, illustrating operational practices before the advent of motor vehicles.

Hawthorn Tram Depot is of architectural significance as a fine example of an early 20th century tramways building, designed by notable Melbourne architect, Leonard Flannagan, who was also responsible for a number of buildings for the Prahran and Malvern Tramways Trust. It is an imposing building constructed on a prominent site. The adoption of a curved facade, the use of a repetitious American Romanesque style, and the sloping site add to the impact of the design.

[Online Data Upgrade Project 2007]

Permit Exemptions

General Exemptions:

General exemptions apply to all places and objects included in the Victorian Heritage Register (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 Heritage Act 2017.

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 of Heritage Victoria 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 of Heritage Victoria 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:

General Conditions: 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 Conditions:** 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. **Note:** All archaeological places have the potential to contain significant sub-surface artefacts and other remains. In most cases it will be necessary to obtain approval from the Executive Director, Heritage Victoria before the undertaking any works that have a significant sub-surface component.

General Conditions: 3. If there is a conservation policy and plan all works shall be in accordance with it. **Note:** A Conservation Management Plan or a Heritage Action Plan provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan.

General Conditions: 4. Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions. **General Conditions:** 5. Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where

applicable. Minor Works : Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works must submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.

Construction dates	1915, 1917,
Architect/Designer	Flannagan, Leonard, Sydney Smith & Ogg,
Heritage Act Categories	Registered place,
Hermes Number	3631
Property Number	

History

The Hawthorn Tram Depot was opened in 1916 by the Hawthorn Tramways Trust. Built on a prominent site at the junction of Power Street and Wallen Road, Hawthorn, the depot was centrally placed to service a line from Princes Bridge, Melbourne to the developing outer suburbs of Camberwell and Burwood, and a branch line from Hawthorn Bridge. The Melbourne and Metropolitan Tramways Board was established to assume control of trams from local municipalities in 1919, and hence the Hawthorn Tram Depot passed to their control in 1920.

Five Municipal Tramways Trusts were established to develop electric tramways outside the inner city, where cable trams had been running from the 1880s. The first of these was the Prahran and Malvern Tramways Trust in 1909 and the second the Hawthorn Tramways Trust in 1914. The latter comprised the councils of Hawthorn, Melbourne, Richmond and Camberwell.

The first portion of the Trust's line, from Princes Bridge to the depot, was opened in April 1916 and the final section to Warrigal Road, Burwood was opened in December of that year. In 1917 the Hawthorn Tramways Trust purchased land to establish a metropolitan tramway park at the end of the line to encourage travel on the line. The success of Wattle Park, and the increase in suburban growth along the route, resulted in the acquisition of more trams and a substantial extension of the depot in 1917. A second three track car shed and basement workshop was added under the direction of architects Sydney Smith and Ogg. The southern facade of this shed was constructed in galvanised iron to facilitate further expansion, which did not eventuate.

From 1965 all services in the area operated from the Camberwell Depot and the superseded depot in Hawthorn continued to house trams, training facilities and a uniform manufacturing workroom. The complex was redeveloped into apartments and a home for the State's heritage tram fleet.

The draft statement of significance and the above history were produced as part of an Online Data Upgrade Project 2007. Sources were as follows:

Allom Lovell & Associates Pty Ltd. *Hawthorn and Malvern Tramway Depots Conservation Report*. Melbourne 1990

Plaque Citation

Designed by Leonard Flannagan for the Hawthorn Tramways Trust, this depot was opened in 1916, serving a line connecting Burwood to the city. Acquired by the Melbourne Metropolitan Tramways Board in 1920, it operated until 1965.

Extent of Registration

AMENDMENT OF REGISTER OF HISTORIC BUILDINGS

Historic Building No. 876:

Former Hawthorn Tramways Trust Depot, Wallen Road, Hawthorn

(To the extent of:

1. The buildings known as the Administrative Building and Carsheds, and the former Tower Wagon Shed, at the former Hawthorn Tramways Trust Depot, Wallen Road, Hawthorn, marked B-1 and B-2 (and excluding the steel garage beside the sports ground), on Plan 605820G, endorsed by the Chairperson, Historic Buildings Council and held by the Director, Historic Buildings Council.

2. The land marked L-1 on Plan 604820G, being all the land entered in the Register Book Certificate of Title Volume 9973 Folio 669.)

[Victoria Government Gazette No. G50 15 December 1994 p.3367]

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/>