
Auburn Railway Station Complex



Hawthorn Heritage study
1992



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Location

99 Auburn Road HAWTHORN, Boroondara City

Municipality

BOROONDARA CITY

Level of significance

Included in Heritage Overlay

Heritage Overlay Numbers

HO132

HO260

Heritage Listing

Boroondara City

Statement of Significance

Last updated on -

Architecturally, the better of this outstanding pair of railway stations being a small and important form-type among Victoria's railway stations, is generally original and complements adjacent residential and commercial streetscapes; it is also a boldly modelled design, signalling the departure from Medieval revival design to neo-Classicism within the Victorian Railways, and possesses a notable landscaped forecourt: of State importance. Historically, of local importance as a major public building.

Heritage Study/Consultant	Boroondara - Hawthorn Heritage study 1992, Meredith Gould, Conservation Architects, 1992;
Hermes Number	14842
Property Number	

Physical Description 1

Unique in the use of two-storey brick station structures to serve the elevated line of 191~ from the lower ground-level entrance, Auburn Railway Station and Glenferrie also show a new boldness and austerity of form and a dearth of applied ornament, from the Railway's Architectural department (Edward Ballard) under Chief Architect, J. W. Harding, Reinforced concrete 'beams and barrel vaults support the island and side transverse passage under the railway itself. A booking office is supplied at ground level whilst waiting rooms, a goods lift, toilets and staff rooms are at platform level, the latter being lit by a clerestory over the platform canopy,

Designed in the manner of the monumental railway D.C. substations, dotted around inner Melbourne, and not unlike the approach used by Haddon at Swinburne, these massive red brick and stucco facades are punctuated by bold arches, blind and open, set between wide brick piers which are themselves vehicles for tall blind arches, with stucco keystones and bands, within which centred down pipes and rain water heads are applied as part of the facade composition (as Haddon might). Instead of Haddon's Egyptian pylons, at either end of this facade is a raised broken-base segmental pediment which is continued on the middle facade as a deeply bracketed cornice.

The tripartite keystone, seen elsewhere emphasised on D.C. substations is used over the large segment-arched windows placed within these end bays whilst similar sized, paired windows are centred between the other) facade bays echoed by lower-level rectangular windows centred in the blind archways. Auburn, unlike Glenferrie, does have the landscaped forecourt to this facade and hence its dramatic scale is thus fully perceivable.

Like the contemporary Box Hill, Essendon and Heidelberg stations the ramp approaches and platform canopies use wrought and cast-iron, rivetted and bolted, as graceful linear elements, contrasting against the massiveness of the station building. Two-way lattice trusses take the canopy roof and rest on arch-segment steel or iron angles which spring from the Tuscan cast-iron columns as brackets, with roundels within the spandrels, or segment arches. Three segment-arch parapetted shops, housed between and beside the railway lines at (95-9) Auburn Road, are part of the complex. Landscaping to the forecourt is particularly notable with its original asphalt pathways, rockeries, privet and mature Canary Island Date Palms, and greatly enhances this building.

INTEGRITY - Generally original.

STREETSCAPE - Magnificent aspect to and setting in Victoria Road and contributive to commercial streetscape (1.1), in form of (95-9) Auburn Road.

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/>