City of
STONNINGTON

Hawksburn Precinct

Prepared by: GJM Heritage (March 2025)

Address: Barnsbury Road, Cassell Street, Cromwell Road, Hawksburn Close, Hawksburn Road, Hobson Street, Howitt Street, Inglis Way, Joy Street, Luxton Road, Motherwell Street, Oban Place, Oban Street, Toorak Road, Walter Street and Williams Road, South Yarra

Name:	Hawksburn Precinct	**Review Date:**	June 2024
Place Type:	Residential and Commercial Precinct	**Architect/Designer:**	Not known
Grading:	See gradings table	**Builder:**	Not known
Extent of the Overlay:	See Figure 5	**Construction Date(s):**	1880s-1930s



Figure 1. 2 Hawksburn Road



Figure 2. Hawksburn Railway Station



Figure 3. 12-15 Luxton Street



Figure 4. 207 Williams Rd/27 Luxton Street

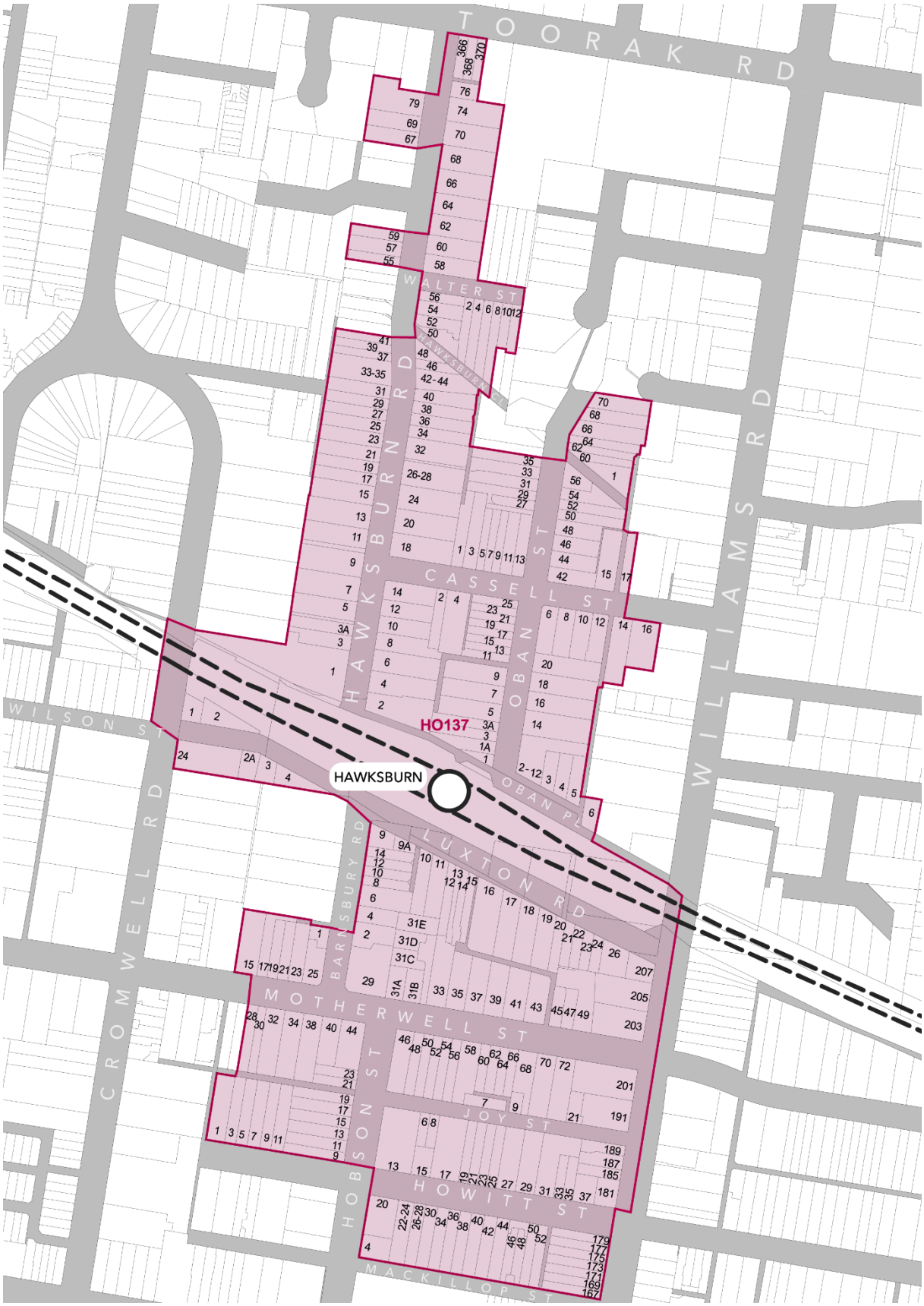


Figure 5. Hawksburn Precinct, South Yarra (GJM Heritage, September 2024)

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Statement of Significance

What is significant?

The Hawksburn Precinct, a large, predominantly residential precinct containing a substantial collection of predominantly Victorian and Edwardian-era houses with some interwar development. It also includes some commercial premises from the same period, as well as Hawksburn Railway Station complex.

The precinct includes:

- Barnsbury Road (nos. 1 and 2-14 even)
- Cassell Street (nos. 1-17 odd, 2-16 even)
- Cromwell Road (no. 24)
- Hawksburn Close (no. 8)
- Hawksburn Road (1-41, 55-59 and 67-79 odd, 2-76 even)
- Hobson Street (nos. 4 and 9-23 odd)
- Howitt Street (nos. 1-37 odd, 20-52 even)
- Inglis Way (no. 1)
- Joy Street (nos. 6, 7, 8, 9, 21)
- Luxton Road (nos. 1-5, 9-27 odd and even)
- Motherwell Street (nos. 15-49 odd, 28-72 even)
- Oban Place (nos. 3-6 odd and even)
- Oban Street (nos. 1-35 odd, 2-70 even)
- Toorak Road (nos. 366-370 even)
- Walter Street (nos 2-12 even)
- Williams Road (nos. 167-207 odd).

Elements which contribute to the significance of the precinct include:

Victorian-era houses

- Single-storey brick and timber houses and two-storey brick houses
- Rectilinear plan forms, typically detached and single or double-fronted composition, the latter with symmetrical principal elevations or asymmetrical principal elevations with projecting side bays
- Hipped roof forms clad with corrugated metal sheet or slate
- Bracketed eaves
- Verandahs to principal elevations with varied profile, typically supported on timber posts or cast-iron columns and decorated with cast-iron friezes and brackets
- Brick (including polychromatic, dichromatic or rendered) or timber (including block-fronted) principal elevations
- Red, dichromatic or rendered brick chimneys with corbelled capping
- Timber-framed sash windows either single, paired or in tripartite arrangements
- Distinctive rows of two-storey terraces at 8-14 Barnsbury Road and 167-179 Williams Road with decorative parapets, decorative consoles to dividing walls and first floor balconies with cast-iron balustrading, and substantial two-storey houses 1 and 18 Hawksburn Road, 29 Motherwell Street and 201 Williams Road.

Edwardian-era houses and commercial premises:

- Houses with asymmetrical forms, hipped tile or slate-clad roofs, dominant gable ends with roughcast render finish and half-timbering effect, timber shingle finish, bay windows, verandahs with turned timber posts and fretwork decoration and prominent brick chimneys, some with roughcast render finish and some with highly exaggerated corbelling
- Single- and two-storey red-brick commercial buildings with simple rendered parapets which conceal corrugated sheet metal-clad roofs and early shopfront forms (Oban Street, Oban Place and 12-15 Luxton Road)
- Intact red brick former stables building, with three pairs of timber doors at first floor level (No. 6 Oban Place)

- Distinctive two-storey brick commercial premises/consulting suites (with residences above), at the corner of Luxton Road (No. 27) and Williams Road (No. 207) with strip pilasters, large arch-headed openings with exaggerated keystones, masonry balconies on large brackets and bracketed flat canopies.

Hawksburn Railway Station Complex

- Red brick complex of structures
- Central elevated station, domestic in scale and appearance, with roughcast rendered wall details, tile-clad hipped roof with gabled vents to ridge ends, exposed rafters, tall rendered chimneys with terracotta chimney pots, and gabled entries to the north and south
- Canopied bridges and ramps to central platform with broad canopy
- Red brick structures with associated canopies to upside and downside platforms
- Road over rail bridges at Williams Road and Cromwell Road.

Interwar flats and duplexes

- Flats and duplexes in the English Domestic Revival and Arts and Crafts styles
- Simple multi-storey forms with walls of rendered and face brickwork
- Hipped tile-clad roofs
- Timber-framed sash windows
- Brick detailing to openings and corners
- External staircases and recessed porches
- Some early low brick fences.

Later front fences, vehicle accommodation and rear additions do not contribute to the significance of the precinct. The properties at 8 Hawksburn Close, 13, 33-35, 70 and 74 Hawksburn Road, 13-17, 22-24 and 31 Howitt Street, 6, 7, 8 and 9 Joy Street, 9A Luxton, 31A-E and 44 Motherwell Street, and 25-29, 44, 54, 56 and 66 Oban Street, South Yarra are non-contributory places within the precinct.

How is it significant?

The Hawksburn Precinct, South Yarra, is of local historical and aesthetic significance to the City of Stonnington.

Why is it significant?

The Hawksburn Precinct has strong associations with the development of South Yarra in the boom-years of the 1880s when land – including from the Hawksburn House estate – was subdivided and sold for predominately middle-class residential development, largely owing to the establishment of the Oakleigh railway line and Hawksburn Railway Station in 1879. The precinct also has strong associations with the growth of the municipality in the first part of the twentieth century when development resumed following the economic recession of the 1890s, into the interwar period. Development patterns reflect the relationship between topography and social status with larger villas occupying the higher ground near the station and more modestly-scaled cottages occupying the lower-lying areas. As a substantially intact precinct of houses constructed in the Victorian, Edwardian and interwar periods, with associated commercial buildings and railway station, the Hawksburn Precinct clearly illustrates these important phases of development in the City of Stonnington (Criterion A).

The Hawksburn Precinct is an unusually large collection of fine and highly intact Victorian, Edwardian and interwar residences. The high degree of consistency in plan forms, scale, setbacks and materiality – in conjunction with the fine detailing of the buildings – creates streetscapes with an unusually high degree of uniformity and a distinctive architectural character. The grand villas and two-storey terrace rows scattered throughout the precinct adopt a refined architectural character, while the highly intact Edwardian-era commercial premises and railway station also contribute to the aesthetic quality of the precinct, being well-executed examples of their typologies (Criterion E).

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Historical Context

This precinct is associated with the following historic theme(s) taken from the *Stonnington Thematic Environmental History* (2009):

3 Settling the land

- 3.3.3 Speculation and land boomers - subdivision from 1880 onwards

- 3.3.5 Recovery and infill 1900-1940

4 Transport and communications

- 4.4.2 Developing state railway systems in the late nineteenth century

- 4.4.3 Twentieth century improvements

8 Building suburbs

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

Place History

The following history is drawn from the Stonnington Heritage Overlay Gap Study, prepared by Bryce Raworth Pty Ltd in 2009, with additional information as cited.

Lot 33, a tract of land comprising 52 acres between Gardiner's Creek (now Toorak) Road and Malvern Road and immediately to the west of Williams Road, was offered for sale at the Crown land sales in June 1849 (Figure 6). It was purchased by RA Balbirnie, a wealthy Scottish gentleman, who subdivided much of Lot 33 for resale as 'portions suitable for orchards, vineyards and market gardens' in 1851.

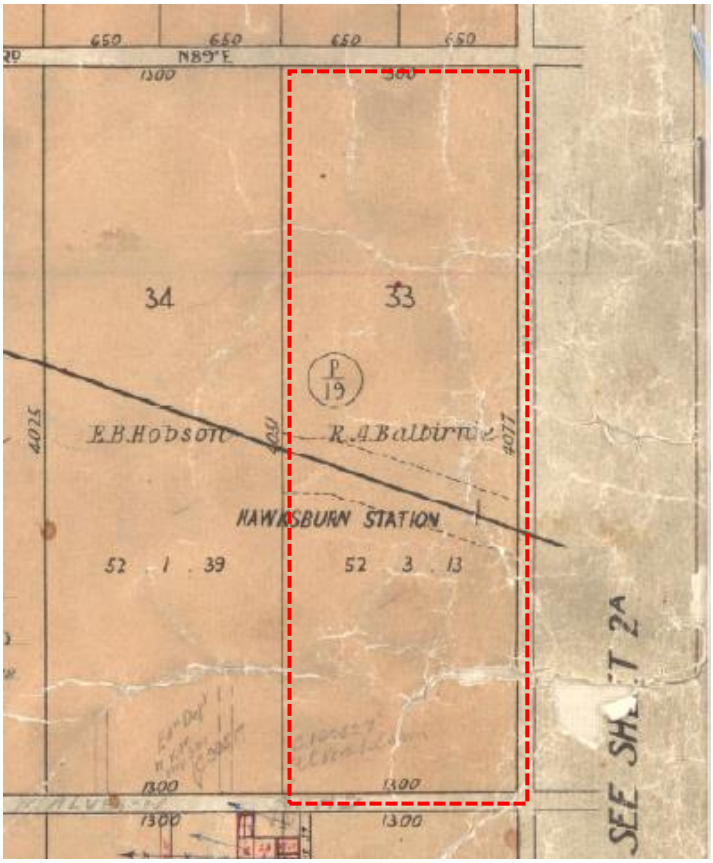


Figure 6. Detail of parish plan, showing Lot 33 with later notations; plan dates to c1880 (Source: Public Record Office Victoria)

Hawksburn House was constructed on a substantial allotment encompassing most of the northern section of Lot 33 in the 1850s (Figure 7). The residence, constructed for James Horatio Nelson Cassell, Collector of Customs for the Victorian Government, and his wife, Martha, is evident on Kearney's map of Melbourne and suburbs dating to 1855 (Figure 8). James Cassell died shortly after construction of the house, but his wife, Martha, continued to reside at the property. The house was accessed by way of a long driveway through formal gardens to Williams Road or a longer track to Gardiners Creek Road (now Toorak Road) via a bridge over a creek. Around c1880, the track to Toorak Road became Hawksburn Road and the driveway became Cassell Street. Adjacent streets such as Oban Road and Walter Street were also created around this time.



Figure 7. Hawksburn House, undated (Source: Stonnington History Centre)

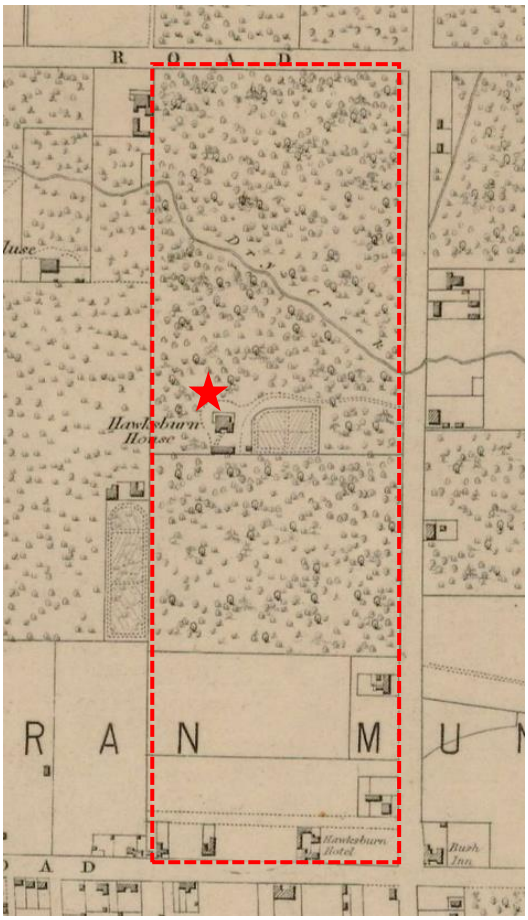


Figure 8. Detail of plan of Melbourne and its suburbs, compiled by James Kearney, 1855 showing Lot 33 and Hawksburn House (indicated by red star) (Source: State Library of Victoria)

At the southern end of Lot 33, near the intersection of Malvern and Williams Roads, a small number of buildings were constructed in the early 1850s. The Hawksburn Hotel, destroyed by fire shortly after Kearney's map was drafted, was situated at the north-east corner. Development beyond the main road frontages proceeded slowly. Although Motherwell, Hobson and Howitt streets, the three principal streets in this section of Lot 33, were laid out by the 1870s, lots remained vacant over the ensuing years (Figure 9).

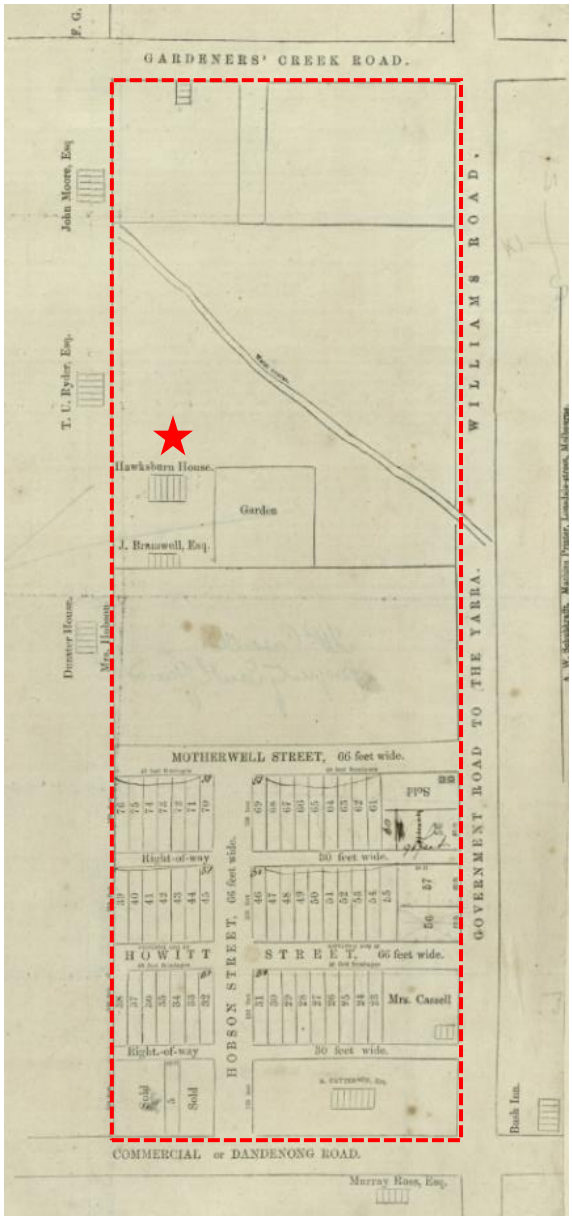


Figure 9. Lot 33 c1860s showing subdivision of the southern section; Hawksburn House indicated by red star (Source: State Library of Victoria)

The railway from South Yarra to Oakleigh was constructed in 1879 and Hawksburn Station was constructed to the south of Hawksburn House. Martha Cassell had planned to subdivide her holding as early as 1873 but was forced to substantially replan to accommodate the station. She subsequently redrafted the subdivision to take advantage of the station. The northern sections of the Hawksburn Estate were released in stages in the 1880s (Figure 10). The 1880s subdivision plan shows that several buildings had been constructed to the south of Motherwell Street by this time.



Figure 10. Plan showing subdivision of the Hawksburn Estate, 1886 (Source: State Library of Victoria)

Between the construction of the station and the on-set of the depression of the early 1890s, Lot 33 underwent substantial change. Hawksburn Road and Cassell Street to the north of the station were considered desirable residential addresses, as was Motherwell Street to the south, and substantial residences were constructed along these streets. More modest timber cottages were constructed around a creek which crossed Hawksburn Road through a large drainage channel.

Although some surplus railway land in Cromwell Road, Surrey Road and Barnsbury Road had been released in 1880, the Railways Department was slow in divesting itself of land acquired for railway construction. Luxton Road immediately to the south of the station was not established until around 1897. Some allotments were made available for sale, but the economic climate was not conducive to construction and the lots remained undeveloped for some years. The Melbourne and Metropolitan Board of Works (MMBW) Detail Plans of 1896 shows the railway station environs in a partially-developed state (Figure 11). The last small parcels of railway land were not released until 1919.

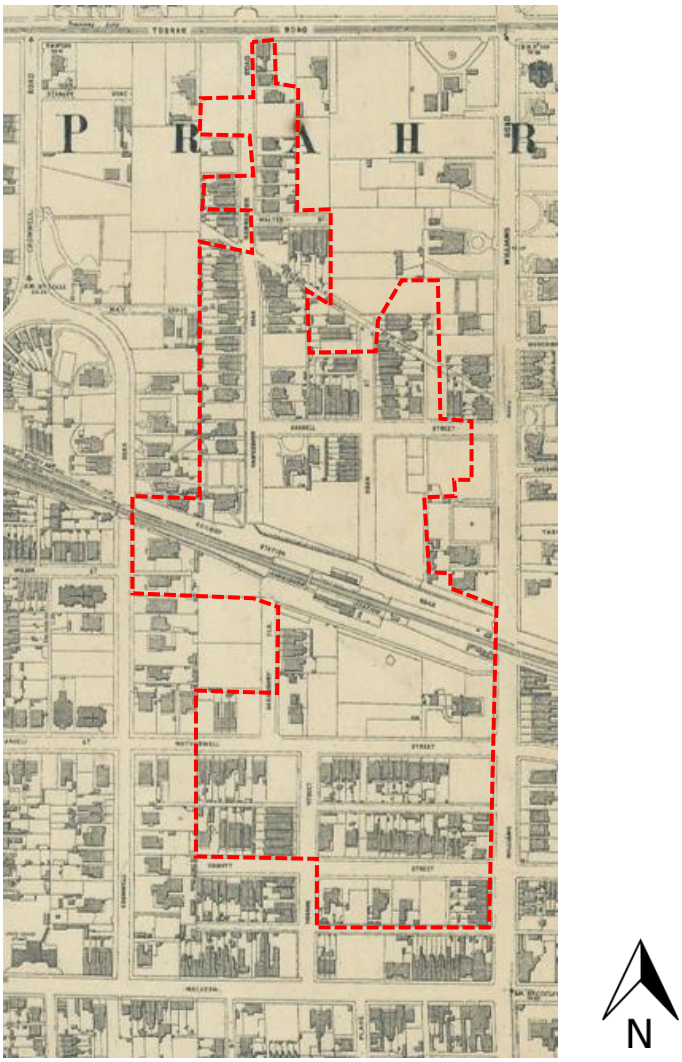


Figure 11. MMBW Plan No 13, City of Prahran, 1895-96 (approximate outline of precinct in red) (Source: State Library of Victoria)

Following the 1890s depression, development in the area resumed in the 1900s. Red brick villas were constructed on vacant land in Motherwell Street, Cassell Street and the southern end of Hawksburn Road. A group of shops in Oban Road, immediately to the north of Hawksburn Railway Station, were constructed in 1914 and several substantial dwellings were constructed shortly afterwards on sites immediately to the north. A group of two-storey retail premises were constructed on Luxton Road to the immediate south of the railway station around the same time.

Duplication and grade-separation of the Caulfield Railway Line commenced in 1912 (*Argus*, 16 December 1912:14). Regrading works at the Hawksburn Railway Station commenced the following year and involved the demolition of the existing station buildings and dropping of the railway line 14ft (4.26m) below its original level (*Herald*, 22 May 1913:8). As noted in the *Herald* in 1913, 'when finished there will be a system of island platforms and subways similar to those at Flinders Street, and low overhead bridges' (*Herald*, 22 May 1913:8). The foundations of the station, platforms and ramp were originally completed by May 1913; however, changes in policy (which required modifications to the curvature of the track to ensure safe travel) resulted in extensive alterations, including the demolition of the wall for the new low-level station soon after its completion and the reconstruction of the platforms following a different set of plans (*Argus*, 18 May 1914:10). The Hawksburn Railway Station buildings were completed in 1914.

Several flats and maisonettes with frontages to Williams Road were constructed in the 1920s and 1930s. Some additional interwar residences were constructed in Howitt Street, at the southern end of the

precinct. A series of 1945 aerial photographs show the precinct fully development by this date (Figures 12 and 13).







Figures 12 & 13. Aerial photographs showing the Hawksburn Precinct (approximate outline in red), 1945 (Source: Landata Victoria)

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Description

The Hawksburn Precinct is located to the south of Toorak Road and west of Williams Road, South Yarra. The railway line from Melbourne divides the precinct into northern and southern sections, with the Hawksburn Railway Station centrally located within the precinct. Properties include houses from the Victorian and Edwardian eras, commercial buildings from the Edwardian period, and flats and duplexes from the interwar period. Houses and flats are generally located on rectangular sites, set back from street boundaries behind small to medium front gardens and commercial premises are built to the street boundaries.

The precinct consists predominantly of houses dating from the Victorian period, with a smaller number dating from the Edwardian period, particularly located in Luxton and Hawksburn roads, near the railway line. The houses are typically detached, single-storey residences that are either single or double-fronted with principal elevations that are either symmetrical, or asymmetrical with a projecting side bay. The precinct also includes a number of two-storey Victorian-era houses, including a row of four terraces at 8-14 Barnsbury Road, 'Hawksburn Terrace' – a row of six terraces at 167-179 Williams Road, and grand two-storey houses at 1 and 18 Hawksburn Road, 29 Motherwell Street and 201 Williams Road.

Victorian-era houses are predominantly constructed of brick (including polychromatic, dichromatic or rendered brickwork) with a smaller number constructed of timber, some with block-fronted principal elevations. These houses are generally rectangular in form with hipped roofs, bracketed eaves and verandahs lining the principal elevations. Roofs are typically visible from the street, clad with corrugated sheet metal or slate, with a small number of roofs concealed behind plain or decorative parapets. Front verandahs are of varied profile and typically supported on timber posts or cast-iron columns and decorated with cast-iron friezes and brackets. Chimneys are of red, dichromatic or rendered brick with corbelled capping. Sash windows are timber-framed, either single, paired or in tripartite arrangements. The principal elevations of the rows of two-storey terraces at 8-14 Barnsbury Road and 167-179 Williams Road are particularly distinctive with decorative parapets, decorative consoles to dividing walls and first-floor balconies with cast iron balustrading.

The single-storey brick Edwardian-era houses are similar in scale and materiality to the earlier Victorian houses and display typical characteristics of the period including asymmetrical forms, hipped tile or slate-clad roofs, dominant gable ends with roughcast render finish and half-timbering effect, timber shingle finish, bay windows, verandahs with turned timber posts and fretwork decoration and prominent brick chimneys, some with roughcast render detailing and some with exaggerated corbelling.

The railway station and adjacent commercial premises to the north (Oban Street and Oban Place) and south (12-15 Luxton Road) date from the mid-1910s.The commercial buildings are single- and two-storey red-brick buildings with simple rendered parapets which conceal corrugated sheet metal-clad roofs. The single-storey corner group of shops at Oban Street and Oban Place have high parapets with glazed tile panels, a corner shield dated '1914', convex street verandah with cast iron columns and frieze to Oban Street, and early shopfront forms with angled ingress. A large intact red brick former stables building, with three pairs of timber doors at first floor level stands at the eastern end of Oban Place (No. 6). The group of two-storey red brick commercial premises at 12-15 Luxton Road have rendered parapets with plain segmental arch pediments above a continuous cornice, pilaster strips dividing the upper elevation, central tripartite windows at the first floor (some altered), a cantilevered street canopy and shopfronts with central entries. The railway station complex is centred on an elevated station building, which is accessed from the north and south by canopied steel bridges. The red brick building is domestic in scale and appearance with roughcast render detail to walls, tile-clad hipped roof with gabled vents to ridge ends, exposed rafters, tall rendered chimneys with terracotta chimney pots, gabled entries to the north and south and canopied ramps which lead down to a broad central platform canopy. Upside and downside platforms to the north and south of the railway lines are red brick structures with associated canopies. Road over rail bridges constructed at Williams and Cromwell roads have red brick abutments with bluestone capping.

From a similar period and located at the corner of Luxton Road (No. 27) and Williams Road (No. 207), is a substantial two-storey brick (overpainted) corner building constructed as commercial premises and/or

consulting suites, with residences above. This parapeted flat roofed building presents two principal elevations to the north and east, which are divided into bays by strip pilasters. Both elevations contain central elements comprising two large arch-headed openings with exaggerated keystones at street level, heavy masonry balconies supported on large masonry brackets at first floor level and bracketed shallow flat canopies above.

A small number of interwar flat buildings and duplexes are also located in the precinct, predominantly drawing on the English Domestic Revival and Arts and Crafts styles. These multi-storey buildings have walls of rendered and face brickwork (some overpainted), hipped tile-clad roofs, timber-framed sash windows, brick detailing to openings and corners, external staircases and recessed porches. A small number of early low brick fences appear to have been retained including those at 36-38 and 37 Howitt Street and 3A Hawksburn Road.

Within the precinct, some changes have been made to windows and window openings, roofs have been re-clad, brick walls rendered or overpainted and decorative ironwork removed and replaced, however the overall building forms are largely unaltered. Front boundaries generally have later fences of various materials and designs, including a large number of high brick walls. Vehicle accommodation has modified the front setbacks of a number of properties.

Key Features:

Victorian-era houses

- Single-storey brick and timber houses and two-storey brick houses
- Rectilinear plan forms, typically detached and single or double-fronted composition, the latter with symmetrical principal elevations or asymmetrical principal elevations with projecting side bays
- Hipped roof forms clad with corrugated metal sheet or slate
- Bracketed eaves
- Verandahs to principal elevations with varied profile, typically supported on timber posts or cast-iron columns and decorated with cast-iron friezes and brackets
- Brick (including polychromatic, dichromatic or rendered) or timber (including block-fronted) principal elevations
- Red, dichromatic or rendered brick chimneys with corbelled capping
- Timber-framed sash windows either single, paired or in tripartite arrangements
- Distinctive rows of two-storey terraces at 8-14 Barnsbury Road and 167-179 Williams Road with decorative parapets, decorative consoles to dividing walls and first floor balconies with cast-iron balustrading, and two-storey houses 1 and 18 Hawksburn Road, 29 Motherwell Street and 201 Williams Road.

Edwardian-era houses and commercial premises:

- Houses with asymmetrical forms, hipped tile or slate-clad roofs, dominant gable ends with roughcast render finish and half-timbering effect, timber shingle finish, bay windows, verandahs with turned timber posts and fretwork decoration and prominent brick chimneys, some with roughcast render finish and some with highly exaggerated corbelling
- Single- and two-storey red-brick commercial buildings with simple rendered parapets which conceal corrugated sheet metal-clad roofs and early shopfront forms (Oban Street, Oban Place and 12-15 Luxton Road)
- Intact red brick former stables building, with three pairs of timber doors at first floor level (No. 6 Oban Place)
- Distinctive two-storey brick commercial premises/consulting suites (with residences above), at the corner of Luxton Road (No. 27) and Williams Road (No. 207) with strip pilasters, large arch-headed openings with exaggerated keystones, masonry balconies on large brackets and bracketed flat canopies.

Hawksburn Railway Station Complex

- Red brick complex of structures

- Central elevated station, domestic in scale and appearance, with roughcast rendered wall details, tile-clad hipped roof with gabled vents to ridge ends, exposed rafters, tall rendered chimneys with terracotta chimney pots, and gabled entries to the north and south
- Canopied bridges and ramps to central platform with broad canopy
- Red brick structures with associated canopies to upside and downside platforms
- Road over rail bridges at Williams Road and Cromwell Road.

Interwar flats and duplexes

- Flats and duplexes in the English Domestic Revival and Arts and Crafts styles
- Simple multi-storey forms with walls of rendered and face brickwork
- Hipped tile-clad roofs
- Timber-framed sash windows
- Brick detailing to openings and corners
- External staircases and recessed porches
- Some early low brick fences.



Figure 14. 8-12 Barnsbury Road



Figure 15. 12 Cassell Street



Figure 16. 13 Cassell Street



Figure 17. 1 Hawksburn Road



Figure 18. 2 Hawksburn Road



Figure 19. 3A Hawksburn Road



Figure 20. 6 Hawksburn Road



Figure 21. 18 Hawksburn Road



Figure 22. 26-28 Hawksburn Road



Figure 23. Hawksburn Railway Station



Figure 24. 12-15 Luxton Street



Figure 25. 18 Luxton Street



Figure 26. 7-9 Howitt Street



Figure 27. 23-25 Howitt Street



Figure 28. 26-32 Howitt Street



Figure 29. 25 Motherwell Street



Figure 30. 29 Motherwell Street



Figure 31. 41 Motherwell Street



Figure 32. 6 Oban Place



Figure 33. 2-6 Oban Street



Figure 34. 13-17 Oban Street



Figure 35. 13 Hobson Street



Figure 36. 9-19 Hobson Street



Figure 37. 24 Cromwell Road



Figure 38. 201 Williams Road



Figure 39. 203 Williams Road



Figure 40. 207 Williams Road/27 Luxton Road

Intactness and Integrity

The Hawksburn Precinct remains substantially intact to its period of construction in fabric, form and detail. While the residences and shops have undergone some minor alterations – including changes to windows and window openings, re-cladding of roofs, rendering or overpainting of brick walls, replacement of decorative ironwork and construction of new front fences – these changes do not diminish the ability to understand and appreciate the place as a finely detailed and cohesive precinct of residences dating

predominantly to the Victorian and Edwardian periods, with some interwar examples, and shops dating to the Edwardian period.

Assessment Against Criteria

Criteria referred to in *Planning Practice Note No. 1: Applying the Heritage Overlay* (Department of Environment, Land, Water and Planning, August 2018), modified for the local context.

CRITERION A: *Importance to the course or pattern of the City of Stonnington's cultural or natural history (historical significance).*

The Hawksburn Precinct has strong associations with the development of South Yarra in the boom-years of the 1880s when land – including from the substantial Hawksburn House estate – was subdivided and sold for predominately middle-class residential development, largely owing to the establishment of the Oakleigh railway line and Hawksburn Railway Station in 1879. The precinct also has strong associations with the growth of the municipality in the first part of the twentieth century when development resumed following the economic recession of the 1890s, into the interwar period. Development patterns reflect the relationship between topography and social status with larger villas occupying the higher ground near the station and more modestly-scaled cottages occupying the lower-lying areas. As a substantially intact precinct of houses constructed in the Victorian, Edwardian and interwar periods, with associated commercial buildings and railway station, the Hawksburn Precinct clearly illustrates these important phases of development in the City of Stonnington.

CRITERION B: *Possession of uncommon, rare or endangered aspects of the City of Stonnington's cultural or natural history (rarity).*

N/A

CRITERION C: *Possession to yield information that will contribute to an understanding of the City of Stonnington's cultural or natural history (research potential).*

N/A

CRITERION D: *Importance in demonstrating the principal characteristics of class of cultural or natural places or environments (representativeness).*

N/A

CRITERION E: *Importance in exhibiting particular aesthetic characteristics (aesthetic significance).*

The Hawksburn Precinct is an unusually large collection of fine and highly intact Victorian, Edwardian and interwar residences. The high degree of consistency in plan forms, scale, setbacks and materiality – in conjunction with the fine detailing of the buildings – creates streetscapes with an unusually high degree of uniformity and a distinctive architectural character. The grand villas and two-storey terrace rows scattered throughout the precinct adopt a refined architectural character, while the highly intact Edwardian-era commercial premises and railway station also contribute to the aesthetic quality of the precinct, being well-executed examples of their typology.

CRITERION F: *Importance in demonstrating a high degree of creative or technical achievement at a particular period.*

N/A

CRITERION G: *Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing cultural traditions (social significance).*

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N/A

CRITERION H: *Special association with the life or works of a period, or group of persons, of importance in the City of Stonnington's history (associative significance).*

N/A

Gradings and Recommendations

In recognition that the precinct is not linked solely to the development of the Railway Station, but is also the result of historical residential subdivisions to the north and south of the line, it is recommended that the 'Heritage place name' column within the Schedule to the Heritage Overlay be updated to:

Hawksburn Precinct

Number 24 Cromwell Road is currently included within the Wilson Street Precinct (HO379) but is non-contiguous with the balance of the precinct, being the only property located on the east side of Cromwell Road. It is recommended that the property be removed from HO379 and be included within HO137 Hawksburn Precinct, which currently extends to the north and east boundaries of the property and shares the same historic and architectural values as 24 Cromwell Road. Conversely, 97 and 99 Wilson Street currently form part of HO137 Hawksburn Precinct but are non-contiguous with the balance of the precinct, being on the western side of Cromwell Road. Given that these properties share the same historic and architectural values as the balance of the immediately adjacent Wilson Street Precinct, it is recommended that they be included in the extent of HO379 (see Figure 41).

Numbers 31-33 Cromwell Road are an individually significant terrace pair that are isolated from the balance of HO137 Hawksburn Precinct. It is recommended they be removed from HO137 and be included in a site-specific Heritage Overlay in recognition of their significance. The adjacent property at 29 Cromwell Road is a very modest and heavily altered property that, given its location isolated from the balance of HO137, no longer warrants inclusion in the Heritage Overlay (see Figure 41).

The properties at 167-179 Williams Road (odd nos. only) are residential properties that are currently included within HO142 Hawksburn Retail Precinct. They do not share the historic use or architectural characteristics with the balance of the retail precinct and are more appropriately included in the directly adjacent, predominantly residential HO137 Hawksburn Precinct (see Figure 41).

The properties at 27-35 (odd nos.) and 44-70 (even nos.) Oban Street and 1 Inglis Way immediately to the north of the existing precinct and the properties at 1-37 (odd nos.) and 20-52 (even nos.) Howitt Street, and 9-19 (odd nos.) and 4 Hobson Street immediately to the south of the existing precinct share the same historic and architectural values as the balance of the immediately adjacent precinct and remain substantially intact to their period of construction. It is recommended that they be included in the extent of HO137 in recognition of the shared values. Nos 7 and 9 Joy Street are of more recent construction but located within the expanded precinct. They are recommended to be graded 'non-contributory' within the expanded HO137 (see Figure 41).

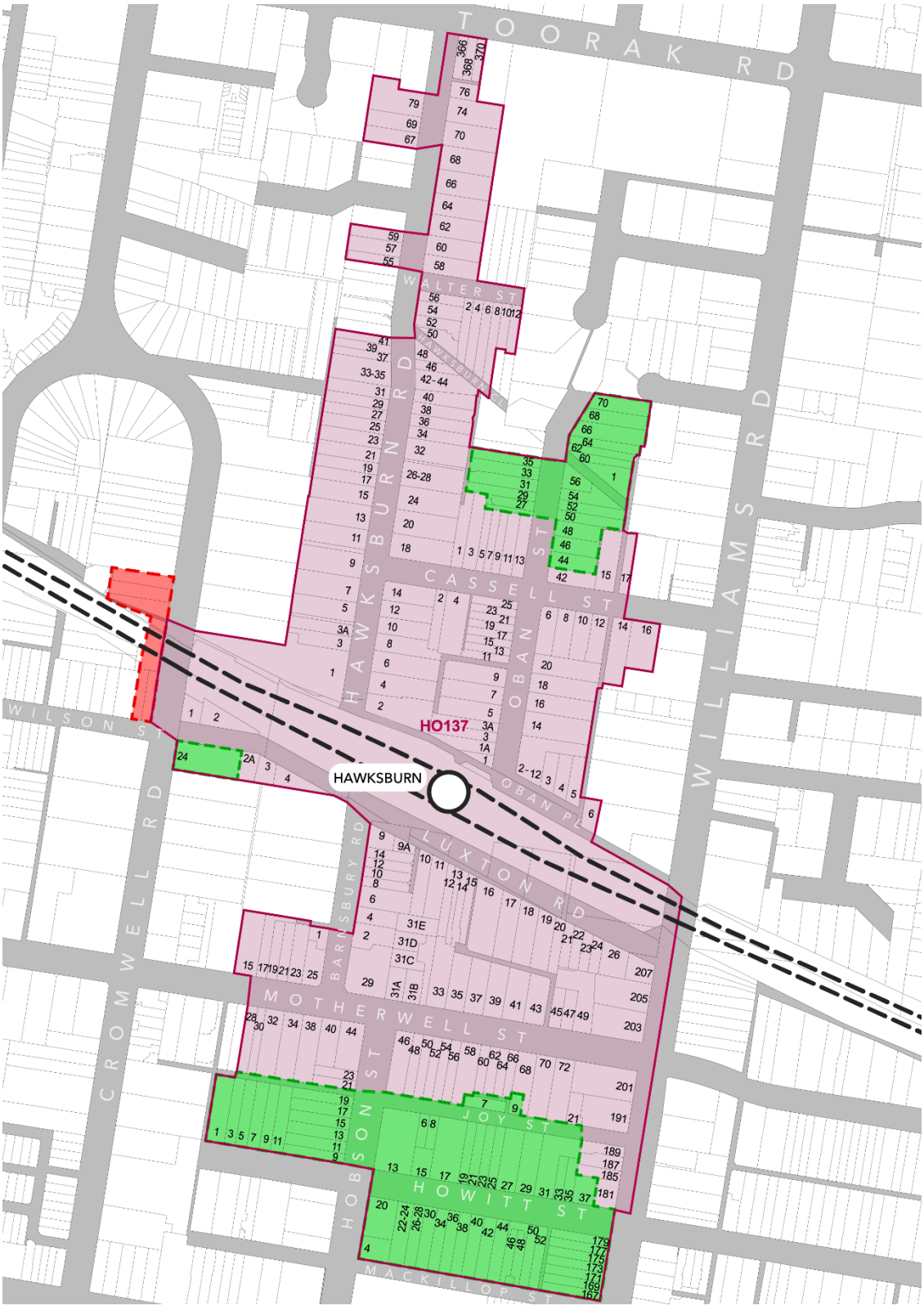


Figure 41. Recommended changes to extent of HO137

KEY

DELETED

ADDED

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Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) to the Stonnington Planning Scheme:

External paint controls *Is a permit required to paint an already painted surface?*	No
Internal alteration controls *Is a permit required for internal alterations?*	No
Tree controls *Is a permit required to remove a tree?*	No
Solar energy system controls *Solar energy system controls apply?*	Yes
Outbuildings and fences exemptions *Are there outbuildings or fences which are not exempt from notice and review?*	No
Victorian Heritage Register *Is this place included on the Victorian Heritage Register?*	No
Prohibited uses may be permitted *Can a permit be granted to use for a use which would otherwise be prohibited?*	No
Aboriginal heritage place *Is the place an Aboriginal heritage place which is subject to the requirements of the* Aboriginal Heritage Act 2006?	No
Incorporated Plan *Does an incorporated plan apply to the site?*	No

Gradings of individual properties within the precinct are recommended as follows and as shown in Figure 42:

Number	Address	Name/alternate address	Grading
1	Barnsbury Road		Contributory
2	Barnsbury Road		Contributory
4	Barnsbury Road		Contributory
6	Barnsbury Road		Contributory
8	Barnsbury Road		Significant
10	Barnsbury Road		Significant
12	Barnsbury Road		Significant
14	Barnsbury Road		Significant
1	Cassell Street		Contributory
2	Cassell Street		Contributory
3	Cassell Street		Contributory

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4	Cassell Street		Contributory
5	Cassell Street		Contributory
6	Cassell Street		Non-contributory
7	Cassell Street		Contributory
8	Cassell Street		Contributory
9	Cassell Street		Contributory
10	Cassell Street		Contributory
11	Cassell Street		Contributory
12	Cassell Street		Contributory
13	Cassell Street		Contributory
14	Cassell Street		Contributory
15	Cassell Street		Contributory
16	Cassell Street		Contributory
17	Cassell Street		Contributory
24	Cromwell Road		Contributory
8	Hawksburn Close		Non-contributory
1	Hawksburn Road		Significant
2	Hawksburn Road		Contributory
3	Hawksburn Road		Contributory
3A	Hawksburn Road		Contributory
4	Hawksburn Road		Contributory
5	Hawksburn Road		Contributory
6	Hawksburn Road		Contributory
7	Hawksburn Road		Contributory
8	Hawksburn Road		Contributory
9	Hawksburn Road		Contributory
10	Hawksburn Road		Contributory
11	Hawksburn Road		Contributory
12	Hawksburn Road		Contributory
13	Hawksburn Road		Non-contributory
14	Hawksburn Road		Contributory
15	Hawksburn Road		Contributory
17	Hawksburn Road		Contributory
18	Hawksburn Road		Significant
19	Hawksburn Road		Contributory
20	Hawksburn Road		Significant
21	Hawksburn Road		Contributory
23	Hawksburn Road		Contributory
24	Hawksburn Road		Non-contributory
25	Hawksburn Road	*Altona*	Contributory
26-28	Hawksburn Road		Contributory
27	Hawksburn Road		Contributory
29	Hawksburn Road		Contributory
31	Hawksburn Road		Contributory
32	Hawksburn Road		Contributory

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33-35	Hawksburn Road		Non-contributory
34	Hawksburn Road		Contributory
36	Hawksburn Road		Contributory
37	Hawksburn Road		Contributory
38	Hawksburn Road		Contributory
39	Hawksburn Road		Contributory
40	Hawksburn Road		Contributory
41	Hawksburn Road		Contributory
42-44	Hawksburn Road		Contributory
46	Hawksburn Road		Contributory
48	Hawksburn Road		Contributory
50	Hawksburn Road		Contributory
52	Hawksburn Road		Contributory
54	Hawksburn Road		Contributory
55	Hawksburn Road	*Dargo*	Contributory
56	Hawksburn Road		Contributory
57	Hawksburn Road	*Omeo*	Contributory
58	Hawksburn Road		Contributory
59	Hawksburn Road		Contributory
60	Hawksburn Road		Contributory
62	Hawksburn Road		Contributory
64	Hawksburn Road		Contributory
66	Hawksburn Road		Contributory
67	Hawksburn Road		Contributory
68	Hawksburn Road		Contributory
69	Hawksburn Road		Contributory
70	Hawksburn Road		Non-contributory
74	Hawksburn Road		Non-contributory
76	Hawksburn Road		Contributory
79	Hawksburn Road		Contributory
4-6	Hobson Street		Contributory
9	Hobson Street		Contributory
11	Hobson Street		Contributory
13	Hobson Street		Contributory
15	Hobson Street		Contributory
17	Hobson Street		Contributory
19	Hobson Street		Contributory
21	Hobson Street		Contributory
23	Hobson Street		Contributory
1	Howitt Street		Contributory
3	Howitt Street		Contributory
5	Howitt Street		Contributory
7	Howitt Street		Contributory
9	Howitt Street		Contributory
11	Howitt Street		Contributory

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13	Howitt Street		Non-contributory
15	Howitt Street		Non-contributory
17	Howitt Street		Non-contributory
19	Howitt Street		Contributory
20	Howitt Street		Contributory
21	Howitt Street		Contributory
22-24	Howitt Street		Non-contributory
23	Howitt Street		Contributory
25	Howitt Street		Contributory
26-28	Howitt Street		Contributory
30-32	Howitt Street		Contributory
27	Howitt Street		Contributory
29	Howitt Street		Contributory
31	Howitt Street		Non-contributory
33	Howitt Street		Contributory
34	Howitt Street		Contributory
35	Howitt Street		Contributory
36	Howitt Street		Contributory
37	Howitt Street		Contributory
38	Howitt Street		Contributory
40	Howitt Street		Contributory
42	Howitt Street		Contributory
44	Howitt Street		Contributory
46	Howitt Street		Contributory
48	Howitt Street		Contributory
50	Howitt Street		Contributory
52	Howitt Street		Contributory
1	Inglis Way		Contributory
6	Joy Street		Non-contributory
7	Joy Street		Non-contributory
8	Joy Street		Non-contributory
9	Joy Street		Non-contributory
21	Joy Street		Contributory
1	Luxton Road		Contributory
2	Luxton Road		Contributory
2A	Luxton Road		Contributory
3	Luxton Road		Contributory
4	Luxton Road		Contributory
5	Luxton Road	Hawksburn Railway Station	Significant
9	Luxton Road		Contributory
9A	Luxton Road		Non-contributory
10	Luxton Road		Contributory
11	Luxton Road		Contributory
12	Luxton Road		Significant
13	Luxton Road		Significant

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14	Luxton Road		Significant
14A	Luxton Road		Significant
15	Luxton Road		Significant
16	Luxton Road		Contributory
17	Luxton Road		Contributory
18	Luxton Road		Contributory
19	Luxton Road		Contributory
20	Luxton Road		Contributory
21	Luxton Road		Contributory
22	Luxton Road		Contributory
23	Luxton Road		Contributory
24	Luxton Road		Contributory
25	Luxton Road		Contributory
26	Luxton Road		Contributory
27	Luxton Road	207 Williams Road	Significant
15	Motherwell Street		Contributory
17	Motherwell Street		Contributory
19	Motherwell Street		Contributory
21	Motherwell Street		Contributory
23	Motherwell Street	*Cambria*	Contributory
25	Motherwell Street		Contributory
28	Motherwell Street		Contributory
29	Motherwell Street		Significant
30	Motherwell Street		Contributory
31A-E	Motherwell Street		Non-contributory
32	Motherwell Street		Contributory
33	Motherwell Street		Contributory
34	Motherwell Street		Contributory
35	Motherwell Street		Contributory
37	Motherwell Street		Contributory
38	Motherwell Street		Contributory
39	Motherwell Street		Contributory
40	Motherwell Street		Contributory
41	Motherwell Street		Contributory
43	Motherwell Street		Contributory
44	Motherwell Street		Non-contributory
45	Motherwell Street		Contributory
46	Motherwell Street		Contributory
47	Motherwell Street		Contributory
48	Motherwell Street		Contributory
49	Motherwell Street		Contributory
50	Motherwell Street		Contributory
52	Motherwell Street		Contributory
54	Motherwell Street		Contributory
56	Motherwell Street		Contributory

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58	Motherwell Street		Contributory
60	Motherwell Street		Contributory
62	Motherwell Street		Contributory
64	Motherwell Street		Contributory
66	Motherwell Street		Contributory
68	Motherwell Street		Contributory
70	Motherwell Street		Contributory
72	Motherwell Street		Contributory
3	Oban Place		Contributory
4	Oban Place		Contributory
5	Oban Place		Contributory
6	Oban Place		Significant
1	Oban Street		Contributory
1A	Oban Street		Contributory
2-12	Oban Street		Contributory
3	Oban Street		Contributory
3A	Oban Street		Contributory
5	Oban Street		Contributory
7	Oban Street		Contributory
9	Oban Street		Contributory
11	Oban Street		Contributory
13	Oban Street		Contributory
14	Oban Street		Contributory
15	Oban Street		Contributory
16	Oban Street		Contributory
17	Oban Street		Contributory
18	Oban Street		Contributory
19	Oban Street		Contributory
20	Oban Street		Contributory
21	Oban Street		Contributory
23	Oban Street		Contributory
25	Oban Street		Non-contributory
27	Oban Street		Non-contributory
29	Oban Street		Non-contributory
31	Oban Street		Contributory
33	Oban Street		Contributory
35	Oban Street		Contributory
42	Oban Street		Contributory
44	Oban Street		Non-contributory
46	Oban Street		Contributory
48	Oban Street		Contributory
50	Oban Street		Contributory
52	Oban Street		Contributory
54	Oban Street		Non-contributory
56	Oban Street		Non-contributory

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60	Oban Street		Contributory
62	Oban Street		Contributory
64	Oban Street		Contributory
66	Oban Street		Non-contributory
68	Oban Street		Contributory
70	Oban Street		Contributory
366	Toorak Road		Contributory
368	Toorak Road		Contributory
370	Toorak Road		Contributory
2	Walter Street		Contributory
4	Walter Street		Contributory
6	Walter Street		Contributory
8	Walter Street		Contributory
10	Walter Street		Contributory
12	Walter Street		Contributory
167	Williams Road	*Hawksburn Terrace*	Significant
169	Williams Road	*Hawksburn Terrace*	Significant
171	Williams Road	*Hawksburn Terrace*	Significant
173	Williams Road	*Hawksburn Terrace*	Significant
175	Williams Road	*Hawksburn Terrace*	Significant
177	Williams Road	*Hawksburn Terrace*	Significant
179	Williams Road	*Hawksburn Terrace*	Significant
181	Williams Road		Contributory
185	Williams Road		Contributory
187	Williams Road		Contributory
189	Williams Road		Contributory
191	Williams Road		Contributory
201	Williams Road		Significant
203	Williams Road		Contributory
205	Williams Road		Contributory
207	Williams Road	27 Luxton Road	Significant

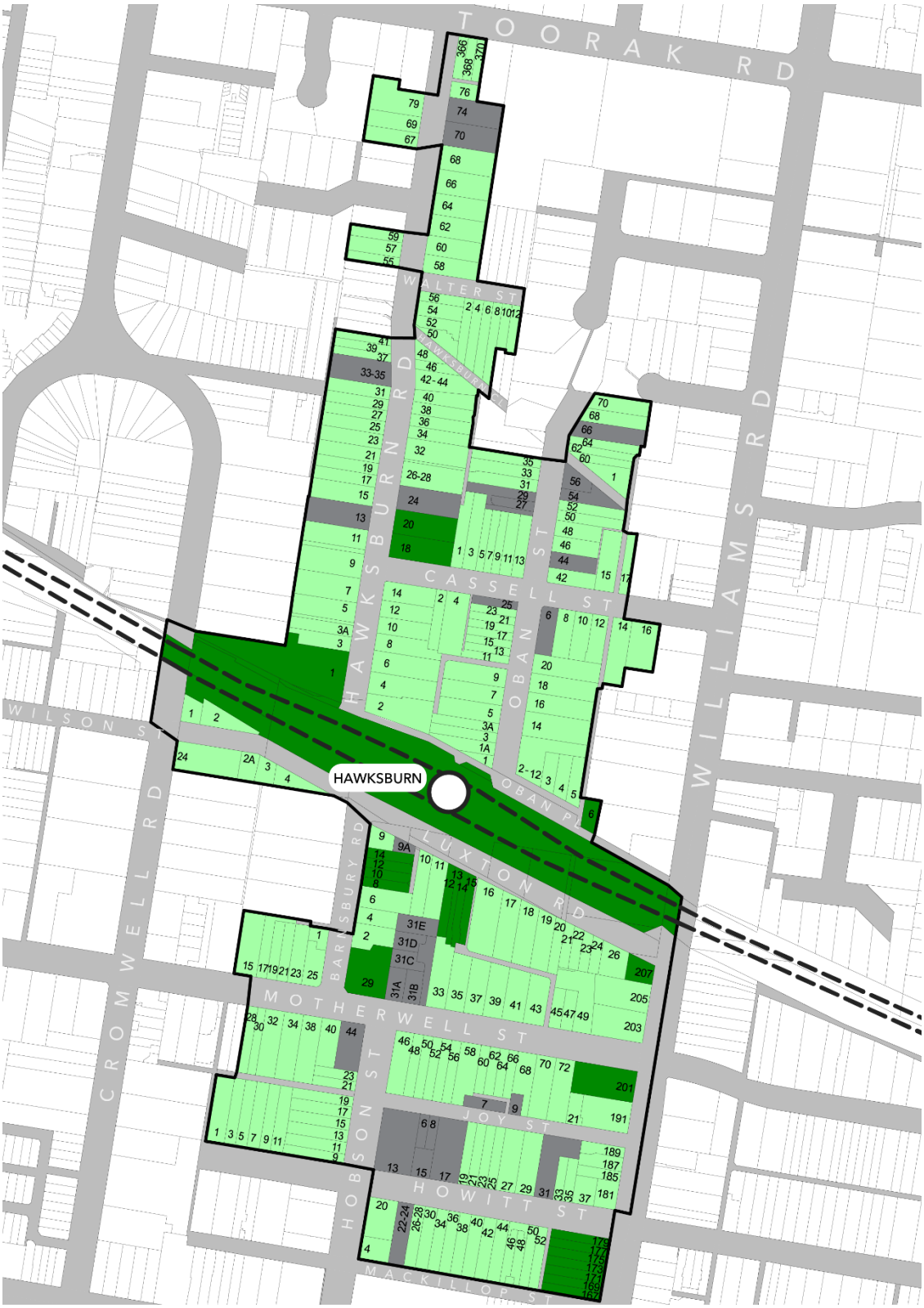


Figure 42. Grading map.

KEY

- PRECINCT BOUNDARY
- SIGNIFICANT
- CONTRIBUTORY
- NON-CONTRIBUTORY

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Previous Assessments

Stonnington Planning Scheme Amendment C278 – Panel Report, 2019.

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