

**GUILDFORD & HARDWARE  
LANEWAYS HERITAGE STUDY**  
METHODOLOGY REPORT

Prepared for  
**City of Melbourne**

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## 1.1 Introduction

This report documents the methodology and tasks undertaken in the recently completed Guildford and Hardware Laneways Heritage Study for the City of Melbourne. Lovell Chen was commissioned to undertake the study in March 2016. The study area is shown at Figure 1.

The study required the consultants to determine which properties in the study area (comprising five city blocks bounded by La Trobe, Elizabeth, Little Collins and Queen streets), warrant heritage protection under the Melbourne Planning Scheme. The opposite sides of the bordering streets, being the north side of La Trobe Street, west side of Queen Street, south side of Little Collins Street and east side of Elizabeth Street, were also included in the study.

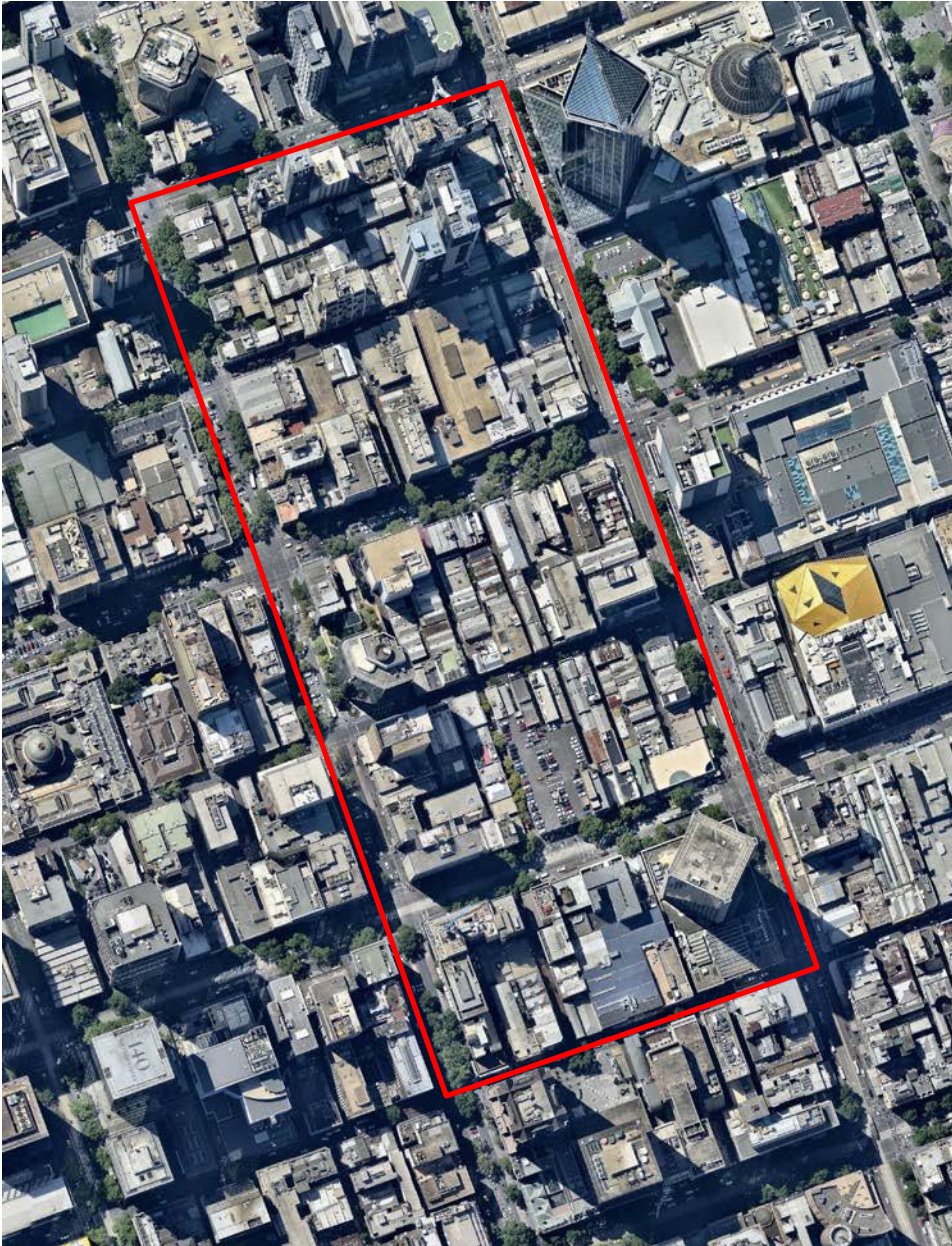


Figure 1 Recent aerial photograph with study area bounded in red. Little Collins Street is at the south end of the area (bottom of image) and La Trobe Street is at the north, with Queen Street at the west and Elizabeth Street at the east. North is at top of image  
Source: Nearmap

## 1.2 Project tasks

The principal project tasks were as follows:

- Preparation of a Project Management Plan
- Review of existing documentation relating to the study area and places within it, including information from previous heritage studies/reports, and other relevant information provided by the City of Melbourne
- Field work, including a survey of the entire study area and inspection of each property from the street and side or rear laneways
- Historical research into the study area, including the area as a whole, streets and lanes within the area, and individual properties as required; this included collation of information such as historical maps, plans and photographs
- Assessment and preparation of documentation (heritage citations) for the two identified precincts (together with schedules of properties included in the precincts); for properties recommended for new individual Heritage Overlay controls; and for select properties with existing individual Heritage Overlay controls
- Preparation of a Methodology Report (this report)
- Meetings with Council

The approach to the various tasks are outlined below at Section 3.0.

## 1.3 Property gradings

Council provided the consultants with an excel spreadsheet of properties within the study area. This included property addresses and existing property gradings, as per the A, B, C, D alphabetical gradings system. The gradings are referred to in the precinct and property citations as 'previous' gradings.

No new alphabetical grading, coming out of this assessment, is identified in the study documentation. Rather, Lovell Chen has assessed the relative level of heritage significance/value for each property using the 'significant', 'contributory' or 'non-contributory' categories.

The significant, contributory or non-contributory definitions are from a separate heritage study and review, undertaken by Lovell Chen for the City of Melbourne in 2015 and 2016. This study, which is documented in the *Methodology Report for the City of Melbourne Heritage Review: Local Heritage Policies and Precinct Statements of Significance* (September 2015), included the following definitions:

A significant heritage place:

A 'significant' heritage place is individually important at state or local level, and a heritage place in its own right. It is of historic, aesthetic, scientific, social or spiritual significance to the municipality. A 'significant' heritage place may be highly valued by the community; is typically externally intact; and/or has notable features associated with the place type, use, period, method of construction, siting or setting. When located in a heritage precinct a 'significant' heritage place can make an important contribution to the precinct.

A contributory heritage place:

A 'contributory' heritage place is important for its contribution to a precinct. It is of historic, aesthetic, scientific, social or spiritual significance to the precinct. A 'contributory' heritage place may be valued by the community; a representative example of a place type, period or style; and/or combines with other visually or stylistically related places to demonstrate the historic development of a precinct. 'Contributory' places are typically externally intact, but may have visible changes which do not detract from the contribution to the precinct.

A non-contributory heritage place:



A 'non-contributory' place does not make a contribution to the heritage significance or historic character of the precinct.

## **2.1 Study outcomes and recommendations**

The Guildford and Hardware Laneways Heritage Study identified two new heritage precincts and seven new properties of individual significance outside the precinct boundaries. It is recommended these precincts and individual places be included in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme.

## **2.2 Recommended precincts**

The recommended precincts are:

- Guildford and Hardware Laneways Precinct
- Elizabeth Street West Precinct.

Copies of the precinct citations and attached property schedules are included at Appendix A.

## **2.3 Recommended individual Heritage Overlays**

The recommended new properties of individual heritage significance are:

- 388-390 Bourke Street
- 414-416 Bourke Street
- 337-339 La Trobe Street
- 358-360 Little Collins Street
- 362-364 Little Collins Street
- 369-371 (rear) Lonsdale Street
- 128-146 Queen Street.

Copies of the individual place citations are included at Appendix B.

## **2.4 Existing individual Heritage Overlays with updated citations**

In addition to the above, revised and updated property citations were prepared for the following places with existing individual Heritage Overlay controls:

- HO546 Bourke Street 421, Melbourne
- HO618 Elizabeth Street 245-269, Melbourne
- HO665 Hardware Lane 55-57, Melbourne
- HO667 Hardware Lane 63-77, Melbourne
- HO716 Lonsdale Street 377-381 Melbourne
- HO724 McKillop Street 15-19, Melbourne
- HO725 McKillop Street 18-22, Melbourne.

Copies of the revised and updated individual place citations are included at Appendix C.

## **3.1 Methodology and approach**

### **3.2 Project management plan**

In April 2016, following an inception meeting with City of Melbourne officers, and limited initial field work and research, a project management plan was submitted to Council. The latter included a timeline, and confirmation of the proposed methodology and approach to the heritage study.

### **3.3 Review of documentation**

This was another early task of the project, and involved a review of existing documentation relating to the study area and places within it. This included information from previous heritage studies/reports, and other relevant information provided by the City of Melbourne. Documentation reviewed included

Building Information Forms (BIFs) from earlier heritage studies; and information contained in i-heritage, the Heritage Victoria HERMES database, and the Victorian Heritage Register (VHR).

### 3.2.1 Existing Heritage Overlays

There are a number of individually significant places within the study area, which are already included in the Heritage Overlay. Of these, the places with older property citations which contained limited information, were also reviewed and more up to date citations were prepared for these places. These are listed at Section 2.3.

### 3.4 Field work

Field work, including a survey of the entire study area, was undertaken by all team members in February-May 2016. This involved the inspection of each property from the street, including side and rear laneways; and a survey of each street/laneway within the study area. The aim was to identify places which warranted further investigation and heritage assessment, and those which would be excluded from this further investigation. The survey helped to establish that two new precincts were in the study area, as well as a number of individually significant properties which either warranted individual Heritage Overlay controls, or inclusion in the new precincts as individually significant places. The survey also helped establish the recommended precinct boundaries.

The historical research (see below) also informed the field work and survey.

### 3.5 Historical research

As noted, historical research was undertaken into the study area, including the area as a whole, streets and lanes within the area, and individual properties as required. The research investigated the pattern of historical development of the broader study area, as well as that of the localised blocks. This shed light on the evolution of the area, from the implementation of the Hoddle Grid in early Melbourne, through to later post-WWII development. Understanding the growth of the laneways network was particularly important, including their early and evolved uses, and the types and forms of development associated with the laneways over time. Similarly, the evolution of the streets within the study area, including Elizabeth Street, was researched in some depth.

Sources such as directories, municipal rate books, photographs, maps and plans were analysed for patterns of development and occupation, shedding light on the locations and concentrations of historic manufacturing, commercial, retail and residential uses, as well as building typologies in the study area.

More targeted research was also undertaken into individual properties, including the dates of construction, original owners, and in some cases later owners and occupants.

The historical research informed the written histories as included in the precinct and individual property citations. The latter also have an overview of the general historical context of the area, and a history focusing on the establishment and use of the property.

The historical research additionally informed the assessment of historical significance.

In terms of historical research, the primary and secondary sources utilised included the following:

- Sands & McDougall directories (various dates)
- MMBW detail and 160:1 plans, State Library of Victoria
- State Library of Victoria's picture collection
- State Library of New South Wales' picture collection, including the American and Australasian Photographic Company collection
- Digitised newspapers on the National Library of Australia's Trove website
- City of Melbourne rate books, held at Public Record Office Victoria (digitised in series VPRS 5708/P9)
- State Library of Victoria's digitised maps and plans collections, including Mahlstedt fire insurance plans and the 1866 isometric plan by De Gruchy and Leigh

- City of Melbourne Building Application index, copy held by Lovell Chen
- Miles Lewis' Australian Architectural index, via <http://www.mileslewis.net/australian-architectural.html>
- *Encyclopedia of Australian Architecture*, Phillip Goad and Julie Willis, 2012
- *Melbourne Architecture*, Phillip Goad, 2009
- *Melbourne's Marvellous Modernism*, National Trust of Australia (Victoria), 2014.

The 'Bibliography' at Section 4.0 of this report identifies the full range of sources used.

### **3.6 Assessment and documentation**

Documentation, in the form of heritage citations, was prepared for the two identified precincts, properties recommended for new individual Heritage Overlay controls, and select properties with existing individual Heritage Overlay controls. This occurred for the latter where the existing citation (usually of some age) was considered inadequate in terms of the information, analysis and assessment it contained in relation to the subject property.

The citations include property identification information and maps showing the extent of the recommended Heritage Overlay control; images, maps and plans (historic and current); historical overview; description; analysis of significance including comparative analysis and assessment against criteria; statement of significance; and recommended Heritage Overlay controls.

For the precinct citations, as noted, these also include attached property schedules; more detailed information and assessment of the places identified as being of individual significance within the precincts; and a list of the precinct's 'key characteristics'.

Property gradings are identified in all citations.

#### *3.5.1 Description*

The descriptions included in the citations are mainly based on the field work inspections referred to above. Each property was inspected from the street and photographed, typically to the extent of what was visible and could be seen from the main street frontage. Rear and side laneway elevations, where publicly visible, were also inspected, and in the context of the study area in some cases contributed to the significance and character of the precincts. This, combined with review of recent aerial photographs, then formed the basis of the brief descriptions.

The relative intactness of buildings is generally noted in the descriptions, including identifying (at a high level) where changes have occurred, although changes which are not visible or obvious from the public domain are not necessarily identified.

For historic commercial/retail buildings, it is often the case that the fabric of the ground floor shopfronts/facades is not original, having been updated and replaced over time. Awnings/verandahs are also mostly not original. Conversely, the upper levels of facades are more often original. This is a pattern which is common to commercial heritage buildings across Melbourne.

#### *3.5.2 Comparative analysis*

The purpose of comparative analysis is to compare similar 'types' of places with other broadly similar places (similar in architectural style, period, use, etc.). This assists in determining the relative significance of the heritage place, and identifying distinguishing characteristics of the properties/precincts. Places are 'compared' with regard to intactness, rarity, architectural qualities or merit, or other distinguishing aspects or characteristics of their history or form.

Comparative analysis was undertaken for both individual properties and for the precincts, and is documented in the citations.

### 3.5.3 *Assessment of significance using criteria*

Assessment criteria as included in the VPP Practice Note *Applying the Heritage Overlay* (July 2015), were utilised in the assessment, and reproduced in the citations, with relevant criteria identified. The criteria are:

Criterion A - Importance to the course or pattern of the City of Melbourne's cultural or natural history (historical significance).

Criterion B - Possession of uncommon rare or endangered aspects of the City of Melbourne's cultural or natural history (rarity).

Criterion C - Potential to yield information that will contribute to an understanding of the City of Melbourne's cultural or natural history (research potential).

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

Criterion E - Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

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 and developing cultural traditions (social significance).

Criterion H - Special association with the life or works of a person, or group of persons, of importance in the City of Melbourne's history (associative significance).

### 3.5.4 *Statement of Significance*

Statements of significance in the Heritage Victoria recommended format of 'What is significant?', 'How is it significant?' and 'Why is it significant?' are included in the citations. These refer to the criteria assessments (see above), and identify the key heritage values, characteristics and attributes of significance.

### 3.5.5 *Assessment of relative level or value of significance*

As noted in relation to the gradings of places, the assessment of the relative level of heritage significance/value was undertaken as per the significant, contributory or non-contributory categories. For a property recommended for an individual Heritage Overlay control, or identified as being of individual significance in either of the two new precincts, the level of local heritage significance is typically higher (significant) than that for a property which is one of a group or collection of properties being considered for a precinct-based or multi-property control (contributory).

### 3.5.6 *Precinct boundaries*

As noted, the field work helped to identify two new precincts in the study area. Following this, more clearly establishing and refining the boundaries of the precincts was a key task. Again, it was informed by the historical research, and also further field work. For both precincts the boundaries are largely non-contiguous.

The majority of properties within the precincts are of contributory heritage value, complemented by additional places of significant heritage value. The significant, contributory or non-contributory value of properties are identified in the precinct property schedules.

### **Guildford and Hardware Laneways Precinct**

The Guildford and Hardware Laneways Precinct is bounded by La Trobe Street (north), Bourke Street (south), Queen Street (west) and Elizabeth Street (east). The precinct is focussed on the laneways and little streets, and their associated historic development, as located in four city blocks. A fifth block, as included in the study area – extending from Bourke to Little Collins streets - was examined for inclusion in the precinct. This block incorporates two laneways, namely Penfold Place and the thoroughfare of McKillop Street. While some properties associated with these laneways have existing individual Heritage Overlays, the early character of the laneways per se has generally been overwritten by new built form and other interventions which have affected their legibility and significance. Neither lane is therefore proposed for inclusion in the precinct. Furthermore, no new individual heritage places were identified in this block.

The precinct boundary is not fully contiguous, and in some cases the laneways stop at little streets or main streets and thoroughfares, before recommencing on the other side. Where the fronts, sides or rears of historic properties are located to both sides of the laneway or street (this is explained further below at Section 3.5.8), the precinct boundary generally incorporates the intervening laneway or street. In some cases, the extent of the laneway as included in the precinct retains original or early materials, such as historic bluestone kerbs, channels and flagstones, although not all the precinct laneways retain these historic materials. Where the laneways provide a setting to the properties, again including the property fronts, sides or rears, this also resulted in their inclusion in the precinct.

Laneways included in the precinct, either partly or fully, are Hardware Lane, Hardware Street, Guildford Lane, Flanigan Lane, McLean Alley, Niagara Lane, Goldie Place, Warburton Lane, Warburton Alley, Rankins Lane and Kirk's Lane.

### **Elizabeth Street West Precinct**

The Elizabeth Street West Precinct is focussed on the west side of Elizabeth Street between La Trobe Street in the north and Bourke Street in the south. It extends to the west to include the laneways, and properties abutting the laneways, of Zevenboom Lane, Heape Court and Somerset Place.

The precinct boundary is not fully contiguous, and comprises two sections of Elizabeth Street (northern and southern sections) separated by a small sequence of non-contributory buildings including a substantial modern development at 225-235 Elizabeth Street. While the northern and southern sections are independently legible, they come together as two parts of a broader retail and commercial precinct, complemented by the historically related laneways adjoining to the west.

Regarding the related laneways, and as per the Guildford and Hardware Laneways Precinct, in some cases the rear or side of a property has heritage value in terms of the precinct.

### **Inclusion of individually significant places within the precinct boundaries**

These fall into two categories:

- Inclusion of existing individual Heritage Overlay places within the precincts
- Inclusion of newly identified/assessed places of individual significance within the precincts.

Regarding the former, several properties with existing individual Heritage Overlay controls are included in the recommended precincts. These are identified in the property schedules attached to the precinct citations. Their separate individual property citations remain the principal source of their property history, description and significance assessment.

For the newly identified places of individual significance, these are listed in the precinct citations under 'Significant properties'. A separate assessment for these properties utilising the 'What is significant?', 'How is it significant?' and 'Why is it significant?' format is also included.

### 3.5.7 *Key characteristics*

Both precinct citations include a summary of the key characteristics of the precincts. The key characteristics relate to the valued historic development patterns, as well as historic building and laneway/streetscape characteristics including form, materiality and details.

### 3.5.8 *Sides and rears of properties*

The property schedules attached to the precinct citations indicate where the rear or side of a property contributes to the historic character and significance of the precinct. This reflects the particular situation in these precincts, where the rear or side of a property can contribute to the heritage value and character of a laneway or little street. It can also occur where the front of a property has been changed or replaced, and has lost its heritage character and value, but the historic rear or side property component to the laneway is retained. In some cases these rear or side components or elevations have their own entrances, and historically have accommodated a different use or operation to the front or main building component.

### 3.5.9 *Extent of recommended Heritage Overlay*

The citations include a map indicating the extent of the recommended Heritage Overlay control. For the majority of places, this applies to the title or allotment of the property, as based on Land Victoria maps.

## **3.6 Methodology report**

Preparation of a Methodology Report (this report) was another project component.

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**APPENDIX A**

New Precinct citations and attached property schedules





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PRECINCT CITATION

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Key Elizabeth Street West Precinct



 Proposed Heritage Overlay

Figure 1 Map showing proposed Elizabeth Street West Precinct

## 1.0 Brief description

The Elizabeth Street West Precinct is located in the Melbourne Central Business District. The precinct is located on the west side of Elizabeth Street between La Trobe Street in the north and Bourke Street in the south. It also extends to the west to include the laneways, and properties abutting the laneways, of Zevenboom Lane, Heape Court and Somerset Place. Several properties with existing individual Heritage Overlay controls are included within the precinct. These are referred to below at 3.7.

### 2.1 History

Prior to European settlement, the Woi wurrung, Watha wurrung and the Boon wurrung – all groups of the Kulin nation - claimed land which took in what is now the area of greater Melbourne.<sup>1</sup> Members of the Watha wurrung people were known to camp on the elevated ground at the western end of what is now Lonsdale Street, away from the low-lying creek which flowed south to the Yarra River.<sup>2</sup> The creek was later known as the William or Townend Creek (see below), and the future Elizabeth Street would follow the general alignment of the creek. The Wurundjeri and Boon wurrung people made use of the Yarra and its tributaries, possibly including the Elizabeth Street creek, for fresh water.<sup>3</sup> Later flooding events, following European settlement, would be a reminder of the creek and the low-lying nature of this part of central Melbourne.

### 2.2 Nineteenth century

Elizabeth Street is one of the north-south main thoroughfares of the Melbourne city grid, as surveyed and set down by Robert Hoddle in 1837. It has also traditionally been the central divider between the more elevated eastern and western blocks of the city. As noted, the street is located along the creek bed of the William or Townend Creek, a tributary of the Yarra, which ran from elevated land now in Carlton. The name 'Townend' is believed to have derived from an early business located at the corner of Collins and Elizabeth streets. The stripping away of native vegetation with the development of the city caused erosion of the creek banks, and one early observer described the nascent street as 'a brawling impassable torrent in winter, and a snake-haunted gully in summer'.<sup>4</sup> A later depiction of early Melbourne shows the creek bed and channel in the centre of the street, with low bridges for the cross-roads (Figure 2). Townend Creek – and the state of the roadway – caused much annoyance to Melbourne's early residents, and Elizabeth Street for many years was regularly rendered a dangerous and 'immense ditch' after rain.<sup>5</sup>

The construction of the first General Post Office (GPO) in 1841 at the intersection of Bourke and Elizabeth streets marked the 'symbolic centre' of the growing city.<sup>6</sup> An advertisement for land opposite the reserve praised the suitability and centrality of the site:

Upon no spot in the Town could Government have fixed with a greater degree of judgement. It is the centre of Melbourne, Elizabeth Street will be the grand approach from Sydney...<sup>7</sup>

However, the construction of the post office did not necessarily result in improved drainage of the street. Even in 1853, a pedestrian recorded his annoyance, noting 'Elizabeth Street and all round the post office one sheet of water ... up to my knees in mud and water.'<sup>8</sup>

It was during this period of the early 1850s, that Elizabeth Street and its northwards extension became the start of the route to the Bendigo goldfields. The street was also by this time recognised as the main north route out of the city, and the beginning of the road to Sydney. Businesses were established along the street which catered directly to the new arrivals who were heading to the diggings, selling provisions including folding beds and stretchers, boots, spirits and food.<sup>9</sup> Coach services to Ballarat also departed from Hockin's Hotel at the corner of Lonsdale and Elizabeth streets, from as early as October 1851.<sup>10</sup> The existing narrow two-storey shop at 195 Elizabeth Street (Figure 12), constructed in 1853, was initially used as a gold broker's office, and later an oyster saloon (see below).<sup>11</sup>

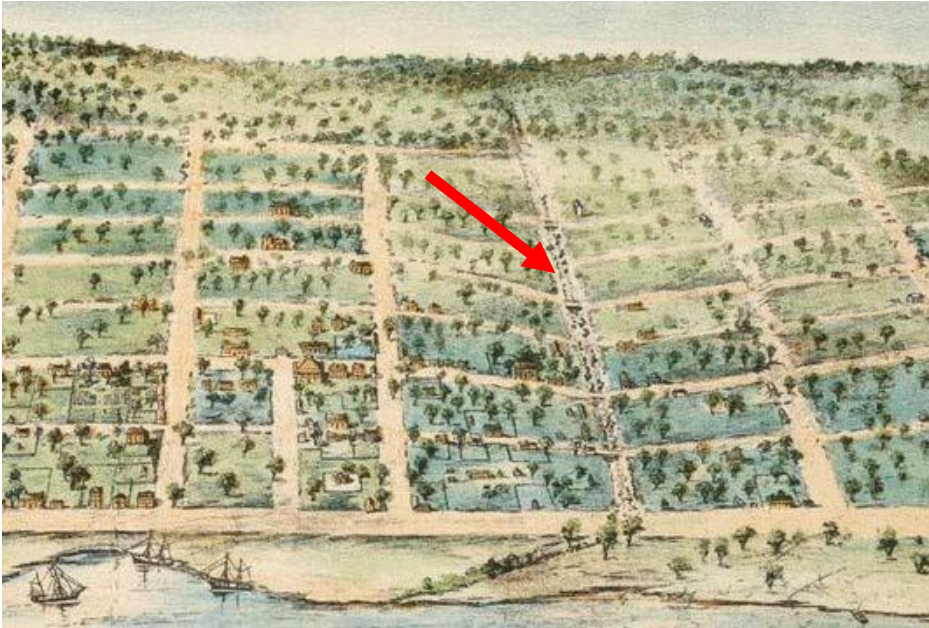


Figure 2 Detail of 'Melbourne in 1838', depicted in 1888, with Elizabeth Street indicated. Although unlikely to be an accurate representation of the city in 1838, Elizabeth Street appears more as a channel than a street; note also the bridges for cross roads traffic  
Source: State Library of Victoria

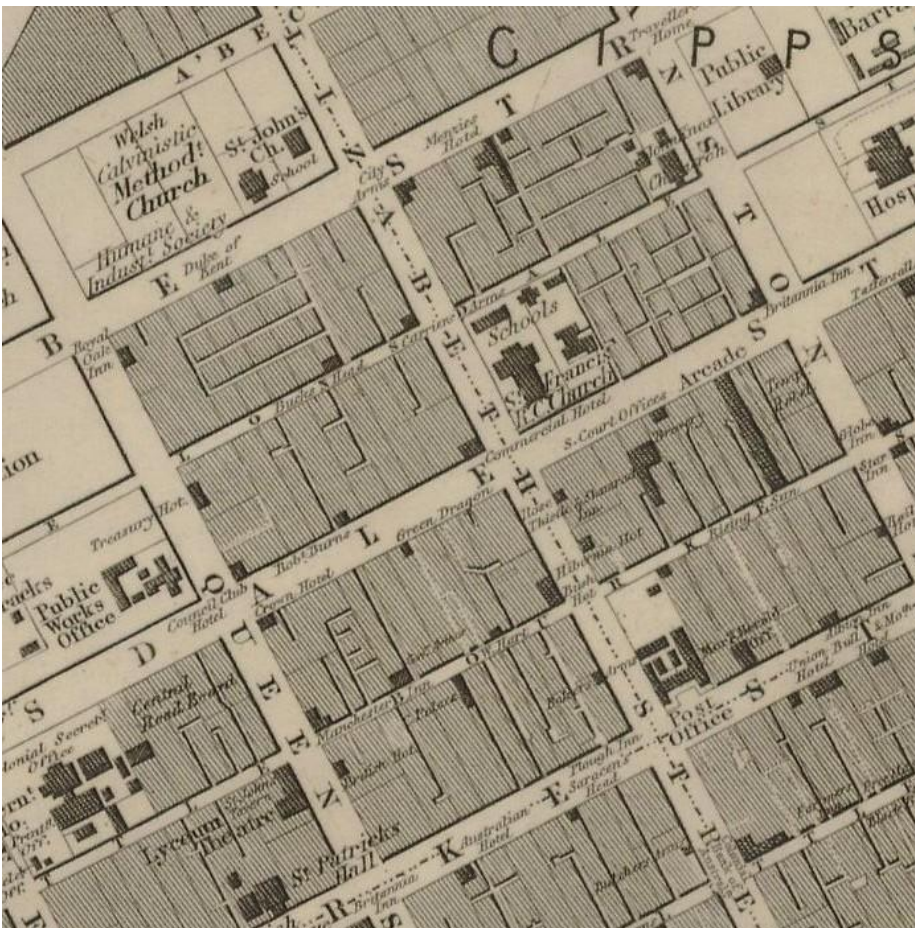


Figure 3 Detail from plan of Melbourne, 1855, compiled by James Kearney, showing Elizabeth Street (at centre of plan) and numerous hotels; north is at top  
Source: State Library of Victoria



The thoroughfare has long been predominantly commercial in character, with even from the 1850s few residences listed in rates or directories for the street.<sup>12</sup>

By the late 1850s, Elizabeth Street between Bourke and La Trobe streets, was occupied by a variety of businesses, many of which were still servicing the goldfields traffic. These included tent manufacturers and outfitters, grocers, boot makers, pawnbrokers and a number of hotels.<sup>13</sup> The latter included the Carriers Arms, the Commercial Hotel, the substantial Bush Inn and the Bakers Arms, as shown on the 1855 Kearney plan of Melbourne (Figure 3). In August 1857, architect David Ross advertised for tenders for the 'erection of a large concert hall, ante & other rooms in Elizabeth Street', constructed with a link to Hockin's Hotel.<sup>14</sup> The Assembly Rooms were the venue of numerous events during the 1850s, including 'subscription assemblies', which continued into the 1860s.<sup>15</sup>

By the mid-1860s, businesses on the street had diversified to include hairdressers and numerous tobacconists, jewellers and restaurants, and additional hotels, reflecting a shift in the street towards it being a retail and service area for the city. Oyster saloons were also common in Elizabeth Street through the nineteenth and early twentieth century, with these establishments selling what was then a cheap and plentiful shellfish.<sup>16</sup>

A depiction of Elizabeth Street of 1866 (Figure 4) provides some insight into development along its west side. The buildings were tightly constructed to property boundaries, with laneways and yards located to the rear. The majority were two-storey commercial and retail buildings, with a small number of single storey and three-storey buildings shown. An extensive row of two storey shops extending south from La Trobe Street can also be seen. These four-roomed brick shops at nos 227-243 Elizabeth Street, which were located in the precinct area but are no longer extant, were owned by W H Mason, and in 1864 were occupied by a grocer, clothier, bootmaker, store, bookseller, fruiter, ironmonger, hairdresser, and a restaurant.<sup>17</sup> Such small retail premises would also generally have accommodated the families which operated them.

By the early 1880s, the state of drainage in Elizabeth Street, particularly at its southern end, reached a crisis point, with a large deputation of 'influential citizens' presenting a petition to councillors on the state of the channels.<sup>18</sup> These channels, or drains, can be seen in the image at Figure 6 as located at the east and west edges of the street. The group noted that the drain 'frequently gives off sickening and overpowering smells [and] in other city such a channel would call forth public indignation'.<sup>19</sup> In June 1884 construction commenced on an underground brick drain extending from Therry Street near the market under the railway line at Flinders Street and to the Yarra River.<sup>20</sup> As reported in the *Argus*, the works would address the problem that a 'principal thoroughfare became transformed into a foaming current on such slight provocation' as a few minutes of heavy rain.<sup>21</sup> The paper also wryly concluded that 'it would seem as if by tacit consent Elizabeth Street had come to be the recognised receptacle of all the filth of the city.'<sup>22</sup>

Although Elizabeth Street was in close proximity to some of Melbourne's more prestigious shopping locales, including the Block and Royal arcades, it never developed as a fashionable retail destination. This can again likely be attributed to its geographic location at the low point of the city streets, and its tainted association with the creek and channel. However, by the late 1880s, following completion of the underground drain, the northern end of Elizabeth Street was a more reliable thoroughfare for pedestrians, and deemed by the *Argus* newspaper to be the 'central street of the city'.<sup>23</sup> During the jubilee celebrations of 1887, Elizabeth Street south from Lonsdale Street was closed to traffic to enable people to view the commemorative illuminations of buildings.<sup>24</sup>

The mixed nature of businesses at the northern end of Elizabeth Street continued through the nineteenth century. Although multi-storey buildings began to proliferate from the late 1880s, between Bourke and Lonsdale streets, the section north of Lonsdale Street remained predominantly low-scale, with buildings generally of two storeys and occupied by single businesses (Figure 6).<sup>25</sup> More substantial buildings of this period, which are extant and located in the precinct, include the three-storey shops at nos 245-259 and 261 Elizabeth Street, constructed in 1897 and 1898; and Post Office Chambers, which replaced the Bush Inn at the north-west corner of Elizabeth and Little Bourke streets in the early

1890s.<sup>26</sup> The MMBW detail plans (Figure 5) reflect this, with smaller buildings closer to La Trobe Street, and larger premises to the south.

The laneways running parallel to Elizabeth Street generally provided rear access to many of these properties, although there are exceptions. Heape Court developed with a small number of buildings and businesses fronting the laneway. In 1890, rate books list a stone and brick store, a brick store and a brick store with three flats as occupying this lane.<sup>27</sup> The Zevenboom brush manufacturing business, established in Fitzroy in the 1860s by John Zevenboom, had moved to Little Lonsdale Street West by the early 1870s and to premises at 333 Elizabeth Street by 1879 where it remained into the mid-1950s.<sup>28</sup> Zevenboom Lane is named after this company. Somerset Place also had a mixed use, with both property frontages to the lane and rear access to properties on Elizabeth Street. In 1886 it was recorded as being occupied by a brick foundry, a fenced yard and shed, a wooden house and two brick stores, the latter the only addition to a similar rate description of the early 1870s.<sup>29</sup>

The journalist John Stanley James, writing under the pseudonym 'the Vagabond', aptly described the character of Elizabeth Street in 1895:

Elizabeth Street is so long that it is compelled to change its name after it has run a mile. It seldom has the crush of pedestrian traffic that Swanston-street has. It is calmer, more business-like and entirely unsentimental. You do not lose your identity in Elizabeth Street as you do in certain other city thoroughfares. It has its picture shops and drapers and fruiterers, but it is less shoppy. The drapers are men's outfitters for the most part.

It possesses some great buildings, relics of the boom which tower to heaven, monumental evidences of our folly. It also possesses some very old shanties of one story, which remind us of the days of early Melbourne, when this was the Sydney-road with a gully in the centre, and bullock drays were bogged in front of the stores ... Even from the earliest days of the city this thoroughfare was a centre of traffic. All traffic northwards passed along it. Great business houses, now migrated to other localities, commenced in Elizabeth Street. From the first it was a thirsty street, and it still possesses a very large proportion of hotels ...<sup>30</sup>

### 2.3 Twentieth century

At the turn of the twentieth century, the character of Elizabeth Street was largely as it had been in the nineteenth century: a variety of small-scale provision and service businesses, housed in small retail premises. Businesses operating near Bourke Street included pawnbrokers, tailors, oyster saloons and tobacconists. Aside from the four-storey former Post Office Chambers, to the north of Little Bourke Street were grocers, importers, leather merchants, restaurants and refreshment rooms. Four hotels remained, with the House of Commons at no 191, Hockin's Hotel at the corner of Lonsdale Street, Carriers Hotel at the corner of Little Lonsdale Street, and the Railway Club Hotel at no 327.<sup>31</sup> The Assembly Rooms associated with Hockin's Hotel became the focus of activities of the Victorian Socialist Party from the early twentieth century, with regular lectures and classes held at the site.<sup>32</sup>

From the 1910s, however, the character of the Elizabeth Street shops began to change with an increasing number of bicycle, and later motor related businesses taking up premises in the street. From 1914, when there were two bicycle operations, by the mid-1920s, there were ten such businesses, which included bicycle and motor cycle manufacturers and motor parts retailers and the Sports Motor Depot in the former Railway Club Hotel building.<sup>33</sup> In 1926, motor cycle manufacturers, Stillwell & Parry constructed a showroom, to a design by architect Leslie M Perrott at the corner of Elizabeth and Little Lonsdale streets.<sup>34</sup> The *Argus* commented on this change in 1927:

Motor businesses have made peculiarly their own the whole section of Elizabeth Street north of Little Bourke street and environs, and present a double rank of showrooms as far north as the Haymarket.<sup>35</sup>



Figure 4 Oblique 'isometrical' view south along Elizabeth Street, 1866 (north is at bottom). Image shows buildings on the west side of Elizabeth Street (indicated) from La Trobe Street at the bottom right to Bourke Street at top left  
Source: De Gruchy & Leigh, State Library of Victoria

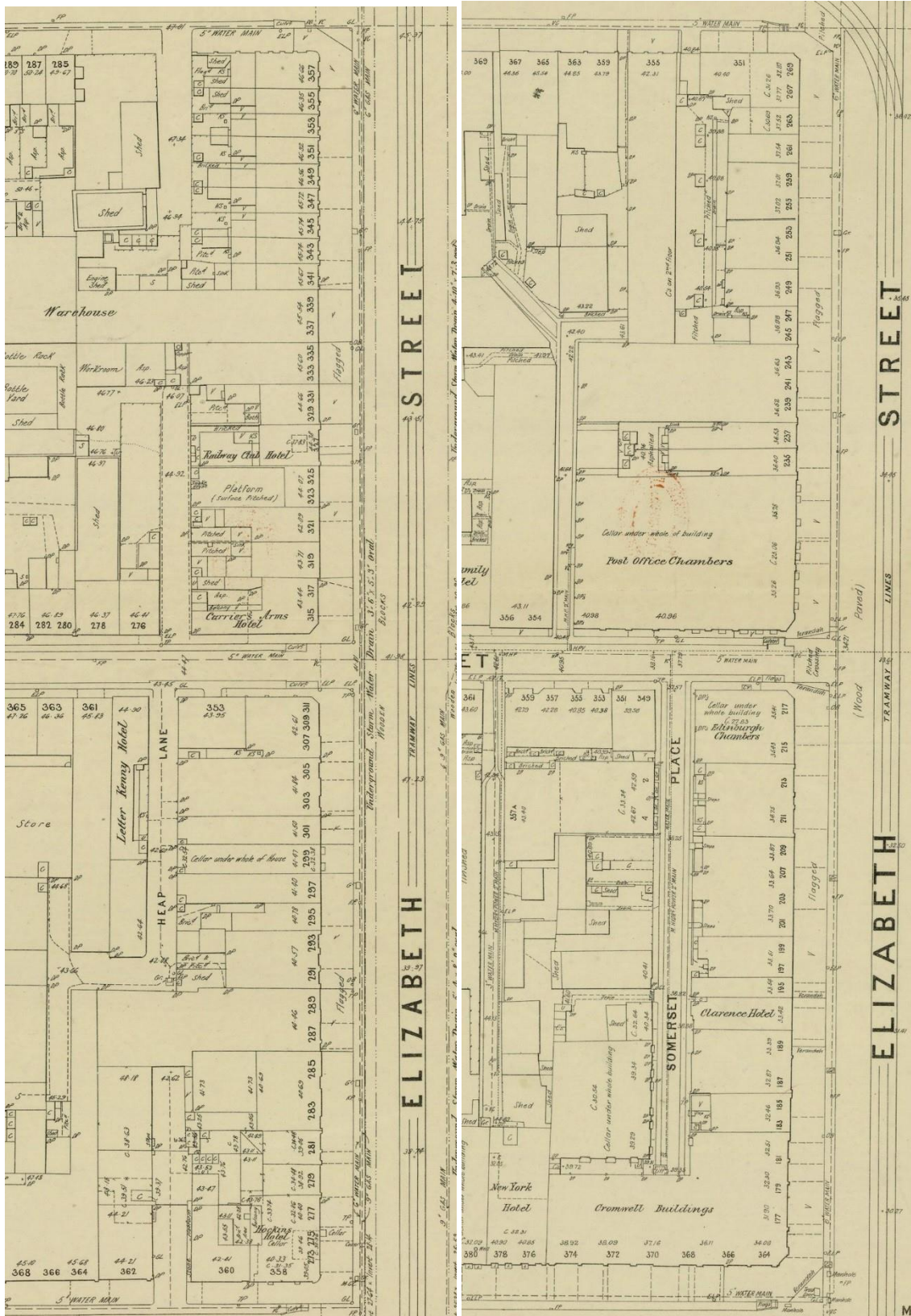


Figure 5 MMBW detail plan no 1017, showing west side of Elizabeth Street between La Trobe and Lonsdale streets (left), and Lonsdale and Bourke streets (right), 1894. North is at the top of both images  
 Source: State Library of Victoria



Figure 6 View looking north from the intersection of Bourke and Elizabeth streets towards La Trobe Street, showing the west side of Elizabeth Street, c. 1870s. The streets to the left (from bottom of image) are Little Bourke Street (indicated) and Lonsdale Street. Note the channels/drains on the west and east sides of the street, with associated pedestrian bridges; and the smaller scale of buildings north of Lonsdale Street (at top right of image)  
Source: Charles Nettleton, State Library of Victoria

The 1910s and interwar period also saw the replacement of Victorian buildings with larger warehouses or showrooms, signalling a development in the area's commercial importance. Large tailoring firms constructed substantial buildings with space for their operations and other tenancies. Such buildings include Wardrop's five-storey building of 1914 at 197-199 Elizabeth Street, which is still extant (Figure 7); and Cassells' reinforced concrete warehouse at 341-345 Elizabeth Street of 1923, also still extant.<sup>36</sup> In 1936, the Zevenboom brush manufacturers replaced a brick workshop and warehouse at 276 and 278 Little Lonsdale Street with a three-storey factory.<sup>37</sup> Zevenboom Lane gave the company access to both their Little Lonsdale and Elizabeth Street properties. Following the sale of the Zevenboom properties in the mid-1950s, the Little Lonsdale Street warehouse was occupied by shirt makers Phillips Shirts; this building is also extant and located in the precinct.<sup>38</sup>

Aside from garment manufacturers, other businesses constructed large new premises during this period. The Union Bank of Australia in 1926 constructed a five-storey banking chamber and office building on the prominent corner of Elizabeth and La Trobe streets to a design by Walter and Richard Butler and Marcus Martin (Figure 8). This building is extant and included in the precinct. At the time the *Argus* reported on the building's construction, it noted that there was a 'rapidly improving architectural quality and business activity' in the area.<sup>39</sup> The following year, the newspaper publishing company constructed its substantial Argus building on the north side of La Trobe Street, outside the precinct boundary. The changes to the size of buildings, both in height and in footprint, can be seen in the 1920s Mahlstedt plans at Figure 9.

Through the twentieth and into the twenty-first century, the Elizabeth Street drainage issues continued to cause problems, with significant floods occurring in the street in 1941, 1972 (Figure 11), 1982 and most recently in 2010.<sup>40</sup> By the second half of the twentieth century, when the street continued to be occupied by a variety of small and large businesses, there was also an increasing number of electrical and financial related operations. Cafes replaced oyster saloons, and by 1970, only one hotel was still in operation in the precinct. Motor car related enterprises, including motor parts and accessories, plus motorcycle manufacturers also continued to occupy buildings at the northern end of the precinct.<sup>41</sup> Elizabeth Street today remains predominantly retail and commercial focused, with businesses occupying small and large buildings of the nineteenth and twentieth centuries. The laneways to the rear, or to the west of the street, also continue to service the businesses on Elizabeth Street. However, as with their antecedents of the nineteenth century, some businesses also flourish here which are independent of the main street focus.



Figure 7 Wardrop's Buildings, 197-199 Elizabeth Street, photographed c. 1930s  
Source: Harold Paynting Collection, State Library of Victoria.



Figure 8 Illustration of new Union Bank at corner of Elizabeth and La Trobe streets  
Source: *Argus*, 4 February 1927, p. 15

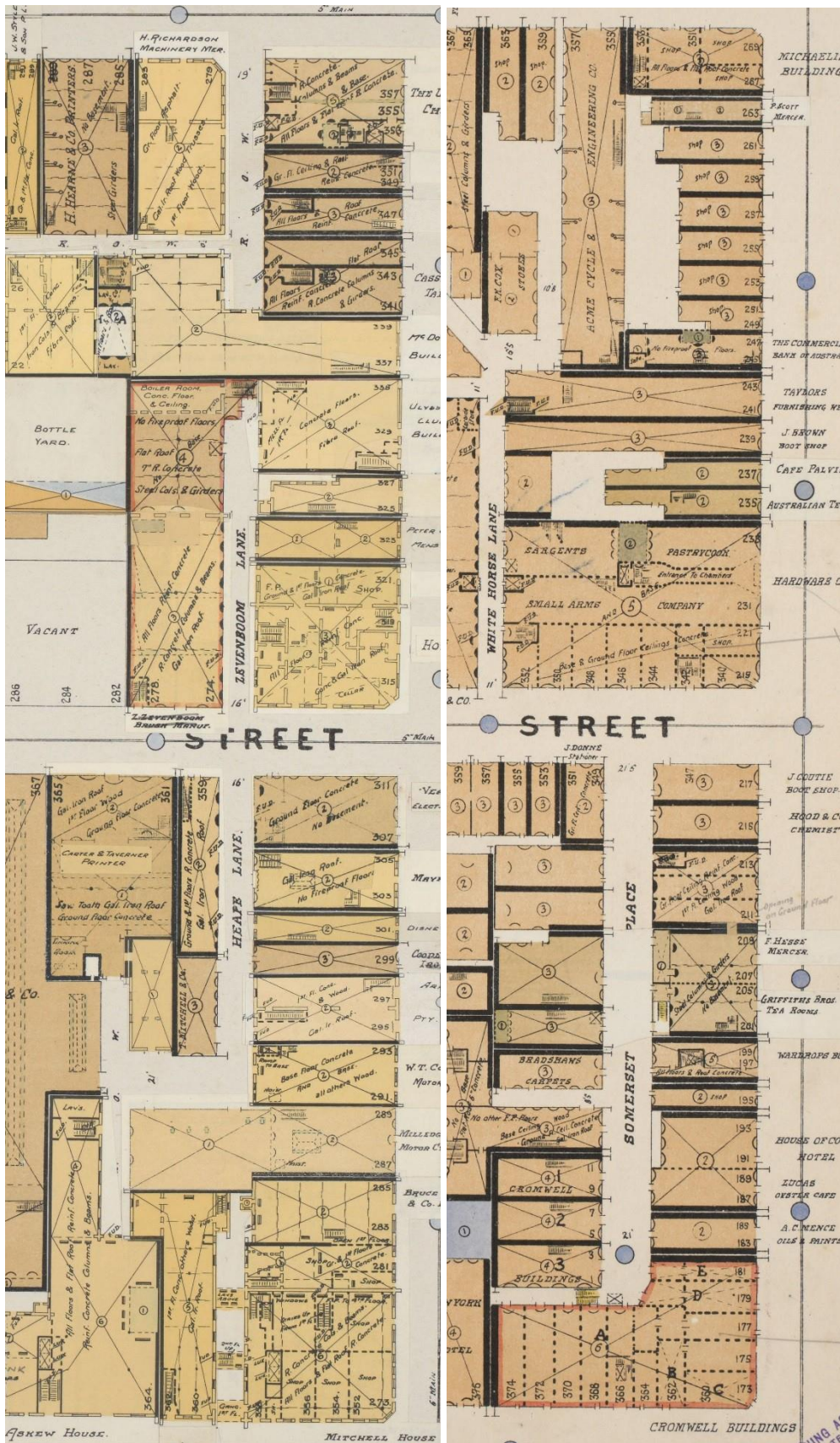


Figure 9 Mahlstedt insurance plans of no 4A, 1923 (left) with buildings between La Trobe and Lonsdale streets and no 13, 1925, with buildings between Lonsdale and Bourke streets. North is at the top of both images  
Source: State Library of Victoria

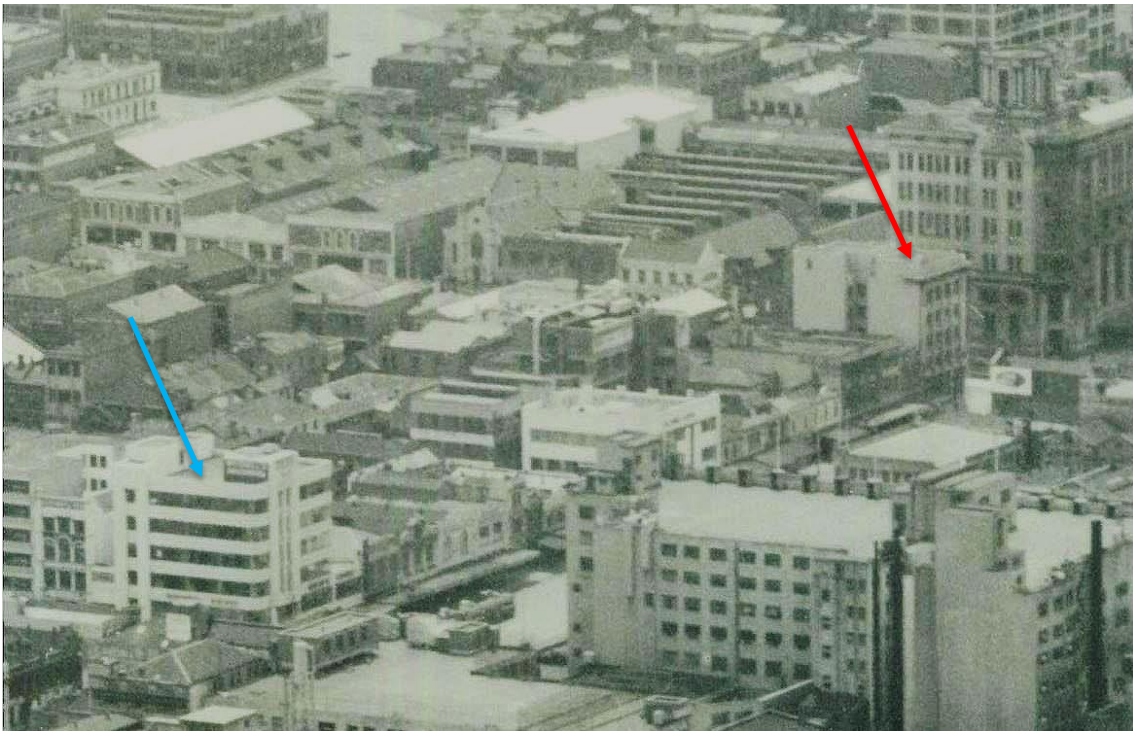


Figure 10 Oblique aerial view from Flinders Street Railway Station, showing west side of Elizabeth Street between Mitchell House (indicated in blue) and the former Union Bank (indicated in red), CharlesDaniel Pratt, photographer, c. 1950-c. 1960  
Source: State Library of Victoria



Figure 11 Flooding in Elizabeth Street, with GPO in background, 1972  
Source: Originally published in the *Age*, copy reproduced in Gary Presland, *The Place for a Village*, 2009, p. 228





Figure 12 No. 195 Elizabeth Street (tobacconist), dates from the early 1850s and was one of the original businesses established to service the burgeoning goldfields traffic; it was used in this period as a gold brokers office

### 3.1 Description

This section of the citation should be read in conjunction with the attached precinct property schedule.

The Elizabeth Street West heritage precinct comprises two sections of the street separated by a small sequence of non-contributory buildings including a substantial modern development at nos 225-235 Elizabeth Street. While the northern and southern sections are independently legible, they come together as two parts of a broader retail and commercial precinct, complemented by several historically related laneways to the west of Elizabeth Street, comprising Zevenboom Lane, Heape Court and Somerset Place.

In the mid-nineteenth century, both the east and west sides of Elizabeth Street developed as retail areas. However, the east side was notable for significant developments such as the Melbourne General Post Office and St Francis' Church, which broke with the (then) general pattern of small retail premises. On the west side, large-scale development tended to come later.

The section of Elizabeth Street on its west side, included within the precinct, retains more of the fine-grained nineteenth century development, and notwithstanding later and larger commercial buildings, its early form and identity as a retail strip of long standing remains evident.

Significant and contributory buildings in the precinct date from the 1850s to the interwar period.

The precinct property schedule identifies the property address, property name (where relevant), previous heritage grading, and whether the property is significant, contributory or non-contributory. It also includes a brief property description, e.g. 'two storey Victorian retail premises'.

Regarding the related laneways, the attached precinct property schedule indicates where the rear or side of a property has heritage value in terms of the precinct. This reflects the particular situation in the western extent of this precinct, where the rear or side of a property contributes to the heritage value and character of a laneway. It can also occur where the front of a property has been changed or replaced, and has lost its heritage character and value, but the historic rear or side component to the laneway is retained, and may be significant or contributory. In some cases these rear or side elevations have their own entrances, and historically may have accommodated a different use or operation to the front or main building component.

### 3.2 Northern section 245 – 353 Elizabeth Street

The northern section of the precinct generally comprises retail premises of two-three storeys anchored by a number of key corner buildings of individual significance, often to designs by noted architects. These include the Butler and Martin-designed former Union Bank of Australia at no 351-7 Elizabeth Street (1926); Harry Norris' Mitchell House (1936-7) at the intersection of Elizabeth and Lonsdale streets; Arthur Purnell's Michaels Building (1915) at no 263-269 Elizabeth Street; and Leslie Perrott's motor showrooms for Stillwell and Parry at no 307-311 Elizabeth Street (1926).

The southern part of the northern section terminates in a long Victorian retail group of individual significance (1897-98). Other valued development in the northern section includes retail premises from the Victorian, Edwardian and interwar periods. Again, these are generally of two storeys with typical rather than exceptional detailing. Of some note within this group are the ornate two-storey Victorian shop at no 287-9 Elizabeth Street; and the three-storey Victorian premises at no 299.

Facades have generally been over-painted and shopfronts have typically been replaced. However, upper levels and parapets are largely intact to their early states and illustrate the evolving retail character of this section of the west side of Elizabeth Street. Boxed awnings, extending over footpaths, are also a characteristic. These have for the most part replaced earlier posted verandahs, where they were included on the Victorian buildings in particular.

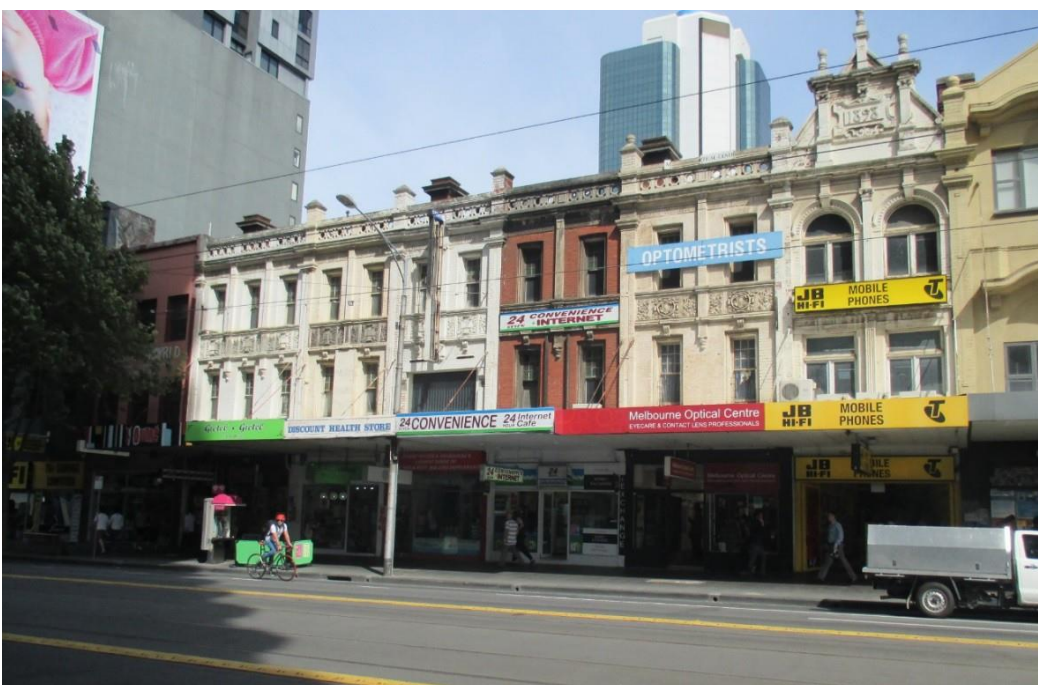


Figure 13 Victorian buildings at nos 251-261 on the west side of Elizabeth Street, northern section of precinct.



Figure 14 Development at nos. 259-269 on the west side of Elizabeth Street, northern section of precinct; Michaels Building at the corner of Lonsdale Street is visible at right

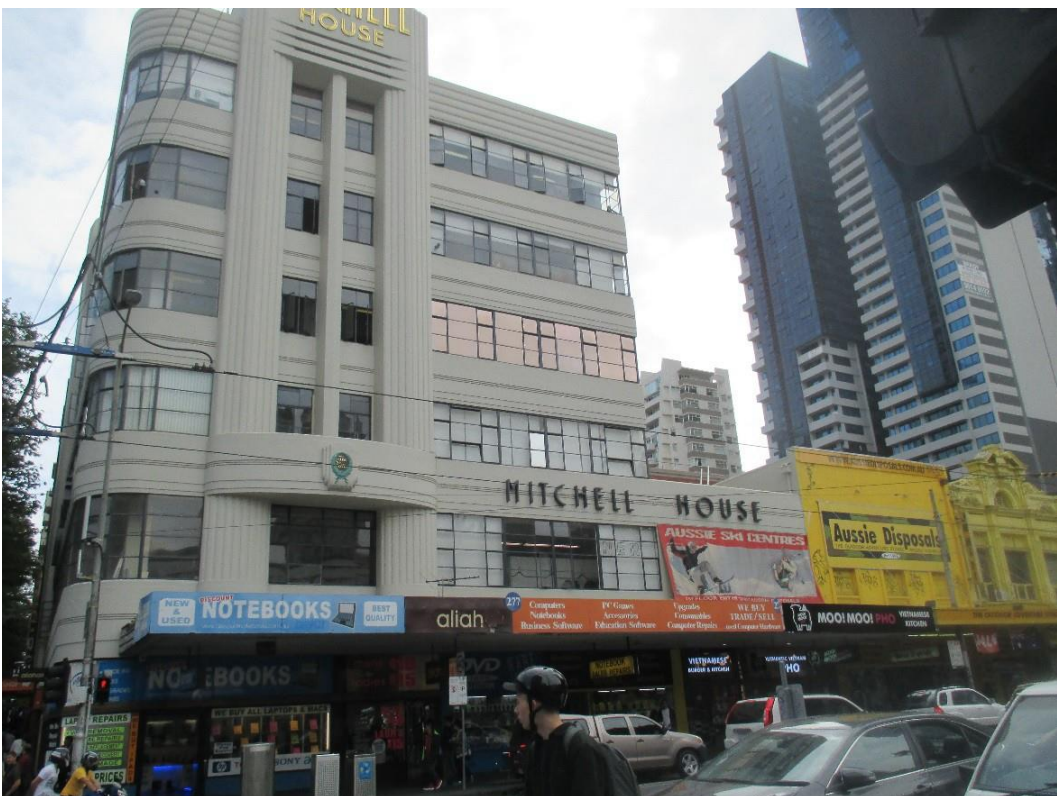


Figure 15 Mitchell House (at left) and adjoining development on the west side of Elizabeth Street, northern section of precinct; Lonsdale Street is at left



Figure 16 Development at nos 299-305 on the west side of Elizabeth Street, northern section of precinct

### 3.3 Southern section 195 – 217 Elizabeth Street

The southern section of the precinct is located to the south of Little Bourke Street and retains its early character to a significant degree. The strip retains buildings from the mid-Victorian to interwar periods, at a range of scales. Its southern boundary is marked by a particularly modest early shop dating from c. 1853, at no 195 Elizabeth Street. A five-storey building to its north was constructed in 1914 by Wardrop's tailors. Further north, a range of early shops and commercial premises survive. These form a sequence of three-storey retail premises including no 201-7 Elizabeth Street (first floor windows have been altered to produce the current Italianate appearance); and an interwar Classical Revival design at 209-13 Elizabeth Street. The group terminates at the individually significant Knight's shops and dwellings at 215-7 Elizabeth Street. These were constructed by Richmond builder, George Freeman, for Andrew Knight in 1869 as three storey retail premises on a prominent corner site.

As with the northern section of the precinct, facades have generally been over-painted and shopfronts have been replaced. Again, upper levels and parapets are largely intact to their early states; and boxed awnings extend over footpaths.



Figure 17 Historic buildings on the west side of Elizabeth Street, southern section of precinct



Figure 18 Historic buildings on the west side of Elizabeth Street, southern section of precinct



Figure 19 Historic buildings on the west side of Elizabeth Street, southern section of precinct



Figure 20 Zevenboom Lane

### 3.4 Zevenboom Lane

Zevenboom Lane is a blind alley, servicing the rear of nos 315 – 329 Elizabeth Street in the northern section of the precinct. Its interwar character, in part, derives from the intact elevation of former the Phillips Shirt (previously Zevenboom Brush Manufacturers) factory along its western side and the rear of properties to Elizabeth Street to its east. The former shirt factory is a straightforward, three-storey interwar factory incorporating some modest Moderne detailing to its façade and presenting a face brick elevation to the laneway.

Original window openings to the lane incorporate steel-framed windows and concrete lintels. On the opposite side of the laneway and at its northern termination a number of simple brick elevations illustrate the back-of-house activities of the Elizabeth Street premises.

### 3.5 Heape Court

A number of Elizabeth Street buildings to the south of Little Lonsdale Street are serviced by Heape Court to their rear. This takes the form of a cranked blind alley. The court contains elements such as an early bluestone wall to the rear of no 303-305 Elizabeth Street, and Cooper's Warehouse (1887) to the rear of no 359 Little Lonsdale Street. Cooper's Blacksmith's shop to the rear of nos 361-5 Lonsdale Street dates from c. 1854.

Complementing the early character of the laneway are elements of interwar origin, including unpainted rear elevations in face brick and render, frequently retaining timber doorways, crane beams or interwar steel-framed windows. The court is illustrative of Victorian and early twentieth century development in a laneway in this area of the city. Heape Court retains original bluestone kerbs, channels and flagstones.



Figure 21 Heape Court



Figure 22 Heape Court

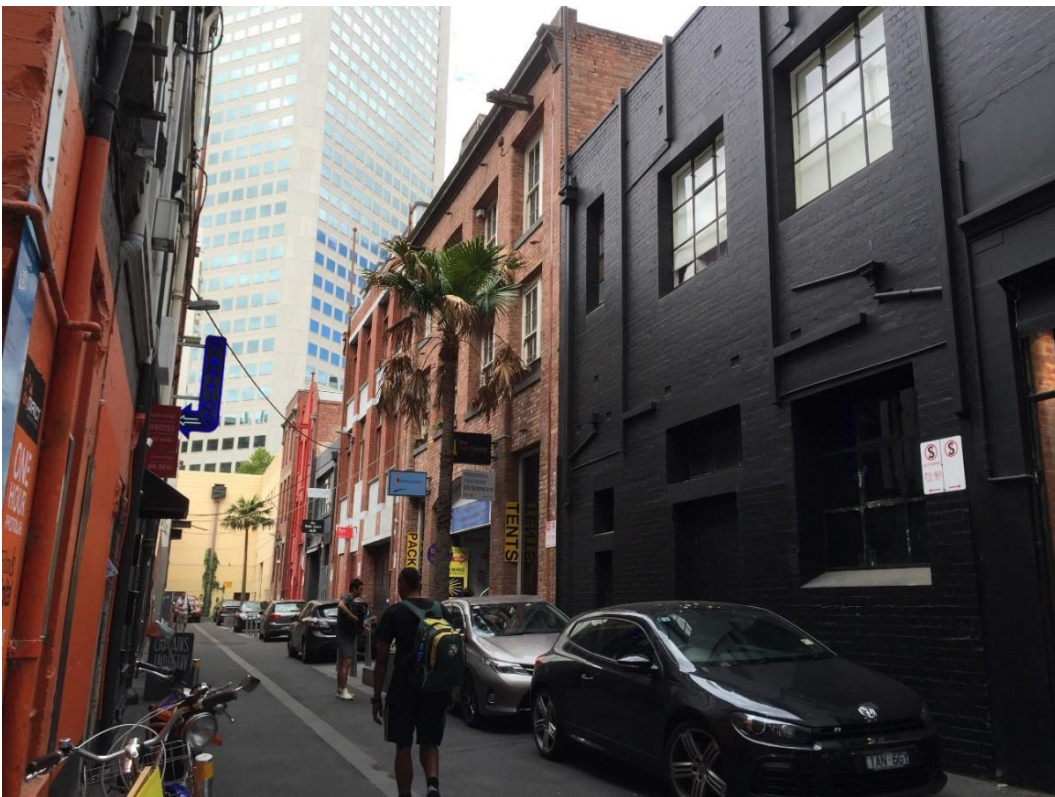


Figure 23 Somerset Place



### 3.6 Somerset Place

Somerset Place, in the southern section of the precinct, services the rear of buildings at nos 195–217 Elizabeth Street. The laneway comprises an unusual collection of Victorian, Edwardian and interwar factories and warehouses. Unusual bluestone elements to the rear of nos 201-7 and the weathered brick elevation of no 195 are of particular note. The interwar elevations tend to simple brick expressions with steel framed windows. These are typically of two to three storeys and are largely intact to their upper levels. While changes at ground floor level have been undertaken in some instances to allow adaptive reuse to occur, and to activate the laneway streetscape, the original building forms and materiality have typically been retained allowing the early character to survive. An Edwardian warehouse at no 17 is of particular note surviving, apart from striking over-painting and replacement of window joinery, in good original condition. The western streetscape is also notable for the extent to which early basements are incorporated into building designs.

### 3.7 Significant properties

The following are properties of individual significance in the Elizabeth Street West Precinct, which do not currently have an individual Heritage Overlay control. They have been assessed and identified as significant during the course of this precinct study. These properties are identified as significant in the attached precinct property schedule.

Those properties within the identified precinct which currently have an individual Heritage Overlay control are also identified in the property schedule. They are not described in detail below, but have been assessed in their separate individual property citations.

#### 3.7.1 359 Little Lonsdale Street (Victorian factory/warehouse at rear only)

This property is at 359 Little Lonsdale Street, Melbourne. It was previously graded C (front and side) and D (rear). It is the rear component of the property to Heape Court (1880s Victorian warehouse) which is of individual significance.

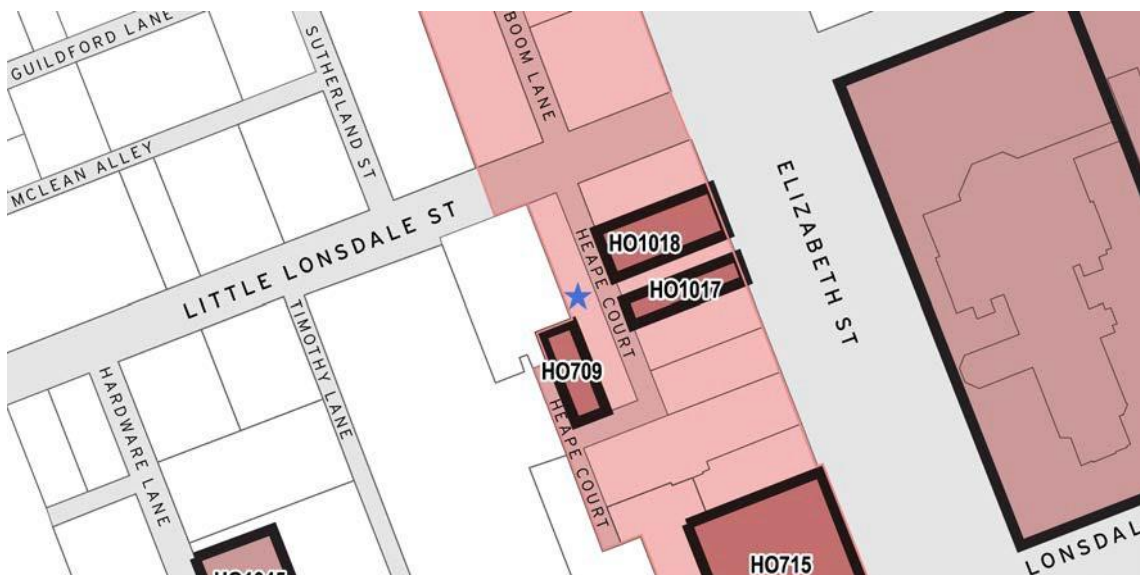


Figure 24 Location of 359 Little Lonsdale Street indicated by blue star



Figure 25 South elevation of the subject three-storey brick building at left (indicated); the rear of the building at 291-3 Elizabeth Street is visible in the distance

#### *What is Significant?*

#### **History**

The property at 359 Little Lonsdale Street comprises a 1920s commercial and factory/warehouse building fronting Little Lonsdale Street, and a c. 1889 three-storey brick warehouse at the rear, fronting Heape Court.

The whole of the property was owned by William Ryan, but originally comprised a number of buildings. The front half of the site to Little Lonsdale Street was previously occupied by the Letter Kenny Arms Hotel, which had operated from the site from as early as 1870.<sup>42</sup> To the rear of the hotel building, and accessed from Heape Court, were two cottages. At the time of Ryan's death in 1881, the site was described as comprising the brick and bluestone hotel and two brick cottages.<sup>43</sup>

The cottages remained at the rear of the hotel until 1888, when they were demolished and replaced by a 'brick store [of] 3 floors.'<sup>44</sup> This warehouse, which is the subject three-storey brick building, was owned and occupied by furniture makers Nunan Bros, and was used as their factory. The company produced dining tables, sideboards and chairs at Heape Court, for sale from their premises at 248-258 Swanston Street.<sup>45</sup>

The warehouse and hotel to Little Lonsdale Street are shown on the MMBW detail plan of 1894 (Figure 26). In 1916, the Letter Kenny Hotel was one of the over 1,000 hotels in Victoria which were closed as part of the work of the Licences Reduction Board, undertaken in the 1900s-1910s.<sup>46</sup> The former hotel

was sold as part of an executor's realising auction in 1919.<sup>47</sup> By 1923, the hotel building had been demolished and a two-storey motorcycle warehouse and showroom was constructed. Both the rear three-storey warehouse and the new building were occupied by motorcycle accessories retailers Bradshaw, Mitchell Pty Ltd.<sup>48</sup>

### **Description**

The former c. 1889 Nunan Bros factory/warehouse survives as a remarkably externally-intact three-storey masonry building constructed to the boundaries of its laneway site (Heape Court). Its external expression derives from utilitarian face brick walls in English bond. Fenestration comprises a regular arrangement of simple segmental-arched head window openings with bluestone sills. Original sliding sash windows typically survive throughout. Generous segmental-arched landing doors at the southern end of the Heape Courte elevation provide access for goods to and from the internal floor levels. The movement of goods to upper levels was facilitated by an external hoist and an original crane beam survives at roof level. Cast iron bars to ground floor windows and original or early joinery to the principal entry also survive. Apart from corbelled brick detailing to upper levels at the south-eastern corner of the building, the warehouse is without ornament. Even this detail derives from the practical need to avoid vehicle impacts at ground floor level rather than a desire for decorative effect.

It is likely that the hipped roof of the warehouse was originally clad in slate. This has been replaced in modern steel. The building has been painted at ground floor level although the original face brick expression at the upper levels survives. Beyond this, the building survives, externally, in good condition and a high level of intactness and integrity to its original state.

#### *How is it Significant?*

The c. 1889 three-storey brick warehouse at the rear of 359 Little Lonsdale Street, which fronts Heape Court, is of local historical and aesthetic/architectural significance.

#### *Why is it Significant?*

Historically, the building dates from the late 1880s, and is a surviving example of an externally intact utilitarian building of this period, associated with historic laneway development to the west of Elizabeth Street. It is also a significant and prominent contributor to the surviving Victorian-era buildings of Heape Court.

Architecturally, while it is a utilitarian building, it is a representative example of a 1880s factory/warehouse in the central city. It is unembellished, but still retains the key elements associated with its original design and use, including regular segmental-arched head windows with bluestone sills and original sliding sashes; segmental-arched landing doors to provide access to and from the internal floors; external hoist and crane beam at roof level; cast iron bars to ground floor windows; and original or early joinery to the principal entry.

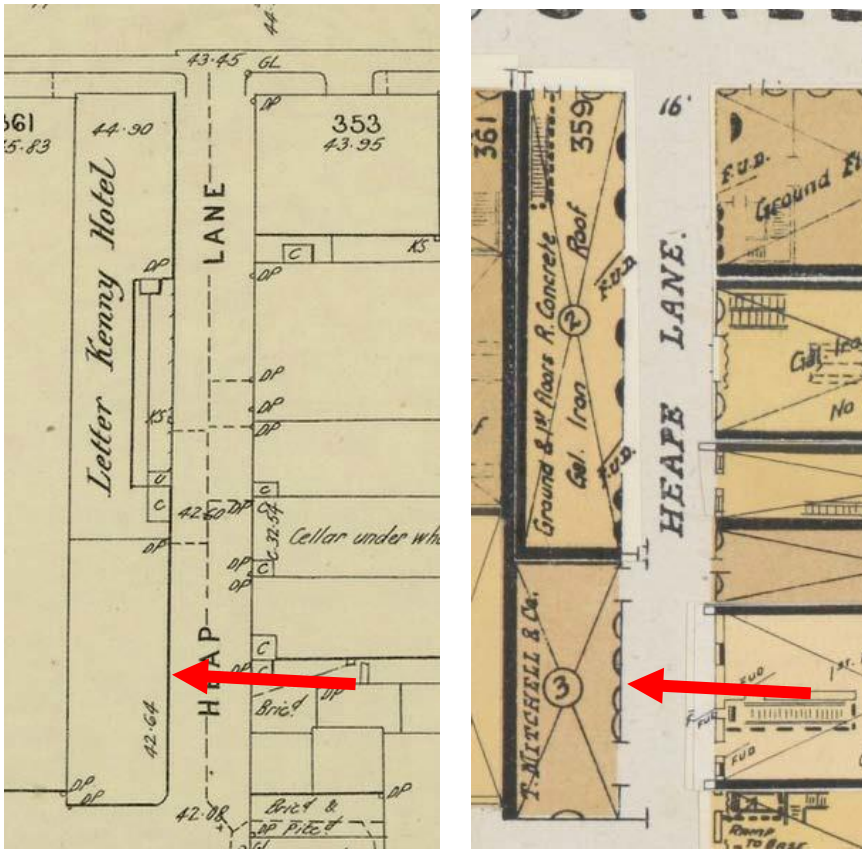


Figure 26 MMBW detail plan no 1017, 1894 (left) and Mahlstedt fire insurance plan, 1923 map 4A (right), with warehouse at rear of 359 Little Lonsdale Street indicated  
Source: State Library of Victoria

### 3.7.2 287-9 Elizabeth Street

This property is at 287-9 Elizabeth Street, Melbourne. It was previously graded C.

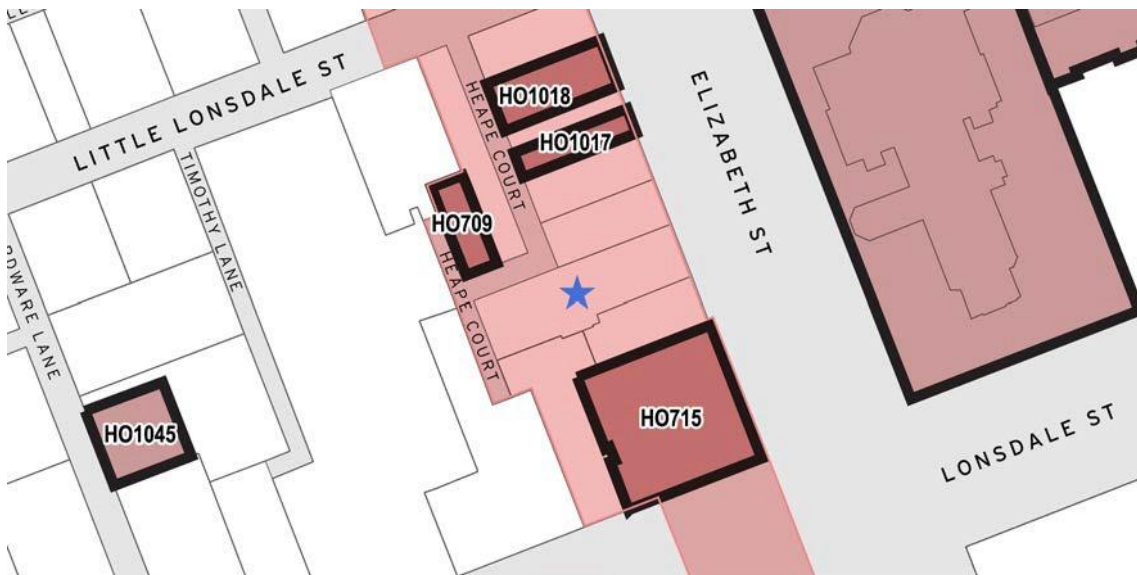


Figure 27 Location of 287-9 Elizabeth Street, Melbourne indicated by blue star



Figure 28 The former John Cooper and Co premises at 287 Elizabeth Street

### *What is Significant?*

#### **History**

The premises at 287-9 Elizabeth Street was constructed in c. 1894 and occupied by ironmongers John Cooper & Sons until the 1930s.<sup>49</sup> The ironmongery of John Cooper & Sons was established in Elizabeth Street from as early as 1880, with Cooper possibly having previously traded in a partnership on Bourke Street which dissolved in 1879.<sup>50</sup> In 1889 John Cooper was killed in a road accident, but the firm continued under his name.<sup>51</sup> His estate papers noted that as well as the premises in Elizabeth Street, he was in occupation of a stable and shed in Guildford Street and a building in a lane off Little Lonsdale Street, the 1850s warehouse in Heape Court (rear 361-365 Little Lonsdale Street, also in the subject precinct). By the mid-1890s, the company listing in the *Sands & McDougall* Directory described the business as 'iron, steel, timber and cement merchants [and] general ironmongers, wholesale and retail.'<sup>52</sup> The ironmongery continued to operate through the early decades of the twentieth century, and were known for their Bunyip Forest Devil plough.<sup>53</sup>

In the mid-1880s, Cooper & Co. were listed in the rate books as being in occupation of a brick warehouse and shop, valued at a NAV £300 at the subject site, then known as 191 Elizabeth Street.<sup>54</sup> In 1893, it was reported that a fire had broken out in the single-storey brick offices and store, causing considerable damage.<sup>55</sup> The rate books are somewhat unclear about the construction of the existing building, but it is likely to have been soon after this fire. In 1894, the year after the fire, the property was valued in the rate books at a NAV of £400, an increase from £300 the previous year.<sup>56</sup> In 1900, the building is described as a brick shop of two flats (floors).<sup>57</sup> In 1915, the property was again described, as

a brick shop and store, of two floors, with a NAV of £325.<sup>58</sup> John Cooper & Sons grew to have agents in Sydney and Brisbane, and an engineering works in Alexandria. The company operated in New South Wales into the 1970s.<sup>59</sup>

The subject building is a comparatively early example of the revival of Baroque architectural expression. This style emerged in the last decades of the nineteenth century and reached an early high water mark locally in the design of the former Teachers' College building, University of Melbourne (Public Works Department, under JH Marsden, 1888). However, the recession of the 1890s suppressed further experiments in the mode. The style would re-emerge after 1900 as the fully-formed Edwardian Baroque of the Melbourne City Baths (J Clark with EJ Clark, 1903-4) and the Flinders Street Station (JW Fawcett & HPC Ashworth, 1901-11).

### **Description**

The subject building, constructed in c. 1894 as a two-storey ironmonger's shop with storerooms at the upper level, was designed by, little-known architect, Henry J Henderson.<sup>60</sup> The verandah and shopfronts at ground floor level have been substantially altered and currently retain little original fabric; however, at its upper levels the building is more intact to its late Boom-period style. As constructed, the building adopted an understated Baroque expression, incorporating panels of face brick offset against, occasionally florid, architectural detailing realised in render. The building has been overpainted which limits the extent to which the original play of materials remains legible. Nonetheless, the upper façade continues to generate architectural interest through a layering of architectural detail. Four pilasters sit proud of the façade rising and flaring to terminate at a string course below the parapet. These divide the upper facade into three distinct bays. The outer (northern and southern bays) are capped by complex floriated panels at the parapet. The central section rises to a massive *par enroulement* pediment flanked by complex scrolls and incorporating a semicircular ornamental ventilator to the attic space. Window joinery at first floor level has been altered although the upper highlight windows of the original arrangement appear to survive. An interwar addition/workshop is located to the rear.

#### *How is it Significant?*

The building at 287-9 Elizabeth Street, constructed in c. 1894s for ironmongers John Cooper & Sons, is of local aesthetic/architectural significance.

#### *Why is it Significant?*

The building is of aesthetic/architectural significance. While the ground floor and verandah have been altered, the façade to Elizabeth Street is more intact to its upper levels. It is here that the building displays its understated Baroque expression, representing an early example of the mode which is notable for its association with a commercial rather than an institutional use. Significantly the facade incorporates a rich collection of architectural details, some quite florid in their expression, and finished at the top by a massive pediment.

#### **3.7.3 307-11 Elizabeth Street**

This property is at 307-11 Elizabeth Street, Melbourne. It was previously graded C.

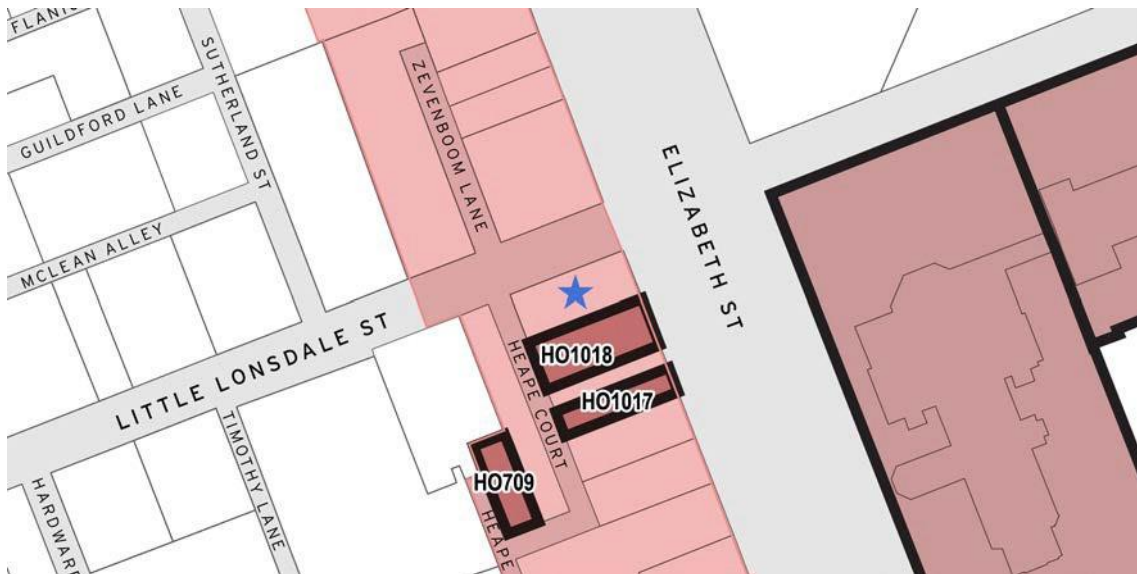


Figure 29 Location of 307-11 Elizabeth Street, Melbourne indicated by blue star



Figure 30 Former Stillwell & Parry showrooms at 307 Elizabeth Street

### What is Significant?

#### History

The building at 307-311 Elizabeth Street was constructed in 1927, at the corner of Little Lonsdale Street. Prior to this, the property was occupied by two nineteenth century buildings, including a brassworking operation, and a watchmaker.<sup>61</sup> These incorporated a brick shop and a brick shop and store, both

owned by James O'Leary.<sup>62</sup> The watchmaker continued into the early 1910s, accompanied by a leather manufacturer. The *Sands & McDougall* directory of 1910 also lists the rear building as being occupied by a pawnbroker, Joshua Langley.<sup>63</sup> In 1919, motor cycle manufacturers, Stillwell & Parry moved onto the property. The partnership of Walter Stillwell and George Stillwell, which had operated from 378 Lonsdale Street, was dissolved in 1916, with Leslie Parry joining George Stillwell to form Stillwell & Parry.<sup>64</sup> During this period, an increasing number of motor car and motor cycle related businesses began occupying premises in Elizabeth Street to the north of Little Bourke Street.

In 1926, an application was made to the City of Melbourne for a permit to construct a motor showroom, to the value of £3,200.<sup>65</sup> At this time, the property was owned by H & E Kinnear. The new showroom was for the use of Stillwell & Parry, and was designed by architect, Leslie M Perrott, who was an enthusiastic advocate for the use of concrete, having written the book, *Concrete Homes*, in 1925.<sup>66</sup> The building was illustrated in the *Argus* in October 1926 (Figure 37), which noted that 'the elevation in concrete and brick adds a distinctive note to this rapidly advancing section of the city.'<sup>67</sup> The company installed a petrol pump at the premises.<sup>68</sup> In 1927 the property, still owned by Kinnear, was valued at a NAV of £1,000.<sup>69</sup> Stillwell & Parry also managed a competitive motorcycle racing team, and remained at the Elizabeth Street premises until the company was dissolved in 1940.<sup>70</sup> In 1944, the building was occupied as an army depot, and from the 1950s, by an electrical appliance retailer.<sup>71</sup> Its use by defence services included as a 'hospitality bureau' for American service personnel in 1942, and as an office for the War Graves Service in 1946.<sup>72</sup> While the association with George Stillwell is not confirmed, the Stillwell family generally were prominent in Australian motor racing and motor car circles through the twentieth century.<sup>73</sup>

### Description

The former Stillwell & Parry showrooms comprises a substantial, two-storey showroom with large areas of glazing to Elizabeth and Little Lonsdale streets. The building is distinguished by abstracted classical detailing in *bas relief* to its upper façade. The side elevation extends the classicised approach along Little Lonsdale Street before reverting to a more conventional warehouse form, incorporating plain face brick and steel-framed windows, towards its rear. Both street elevations have been overpainted in white although the contrasting textures of face brick and concrete remain legible. At the shopfront, original window joinery, notably, leadlight to highlight windows, has been removed, although the original arrangement is evident in an early illustration of the building (Figure 37). Nonetheless, low sills and open areas of modern glazing survive allowing the early appearance and use to be understood. The original form and materiality of the building also remains legible from the rear laneway where brickwork, concrete lintels and steel-framed windows survive unpainted and largely unaltered. Despite some changes and over-painting of key facades, the building remains substantially intact and legible to its original state.

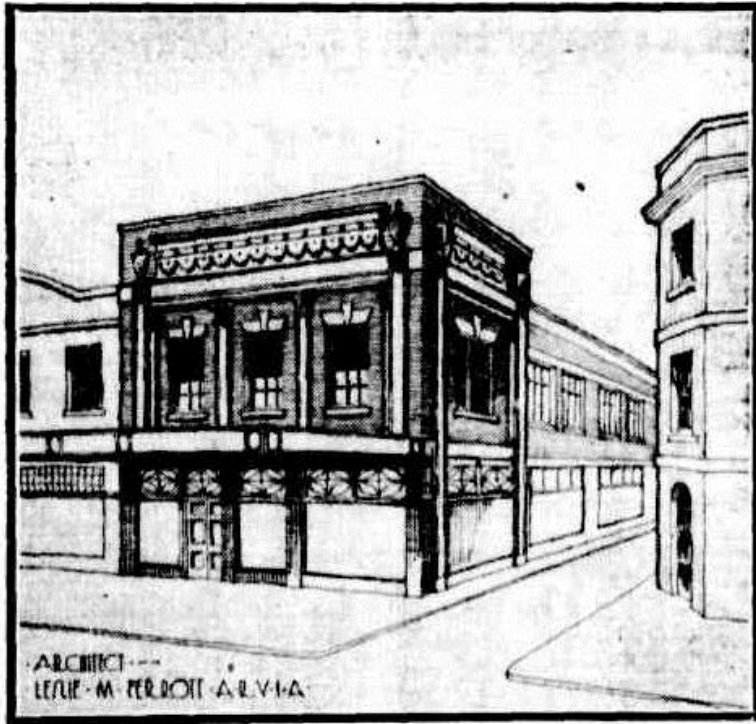
#### *How is it Significant?*

The building at 307-311 Elizabeth Street, constructed in 1927, is of local historical and aesthetic/architectural significance.

#### *Why is it Significant?*

Historically, the building is associated with Stillwell & Parry, motor cycle manufacturers, who used the premises as their showroom. This association and use occurred in the period when an increasing number of motor car and motor cycle related businesses began occupying premises in this area of Elizabeth Street, a use which largely remains. Architecturally, the subject building is a large corner building which, although overpainted, legibly retains the contrasting textures of face brick and concrete as intended by its concrete enthusiast architect, Leslie M Perrott. Early descriptions complimented its elevations in concrete and brick. The building is otherwise substantially externally intact, and distinguished by its abstracted classical detailing in *bas relief* to the upper façade, and large ground floor showroom windows, albeit modified.





**MOTOR SHOWROOMS FOR ELIZABETH STREET NORTH.**

Figure 31 Illustration of new motor showroom for H & E Kinnear  
Source: *Argus*, 12 October 1926, p. 5

3.7.4 Edwardian warehouse, 17 Somerset Place

This property is at 17 Somerset Place, Melbourne. It was previously graded D.

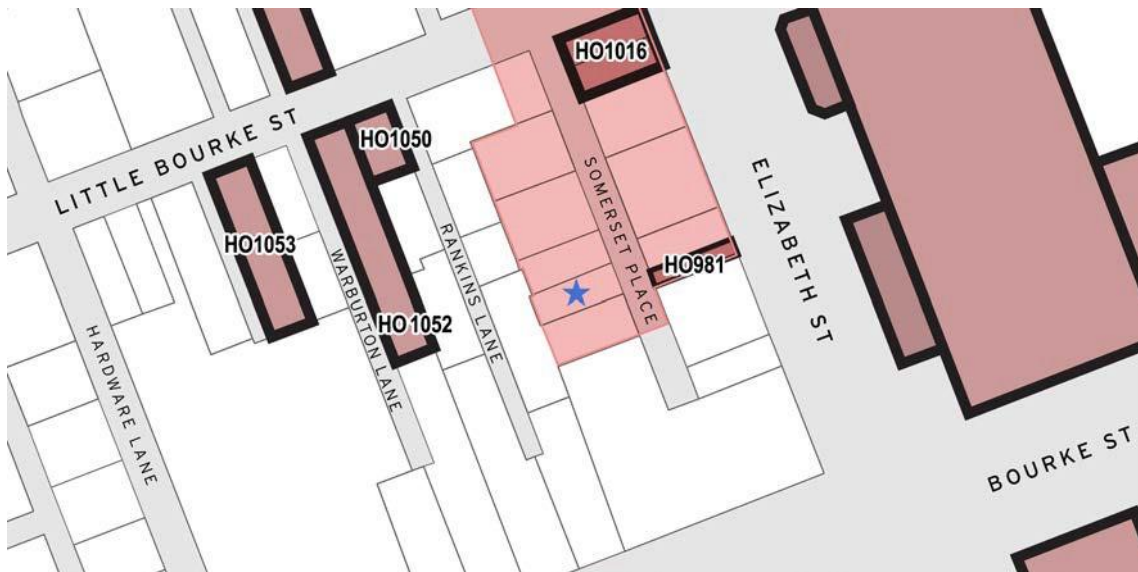


Figure 32 Location of 17 Somerset Place, Melbourne indicated by blue star

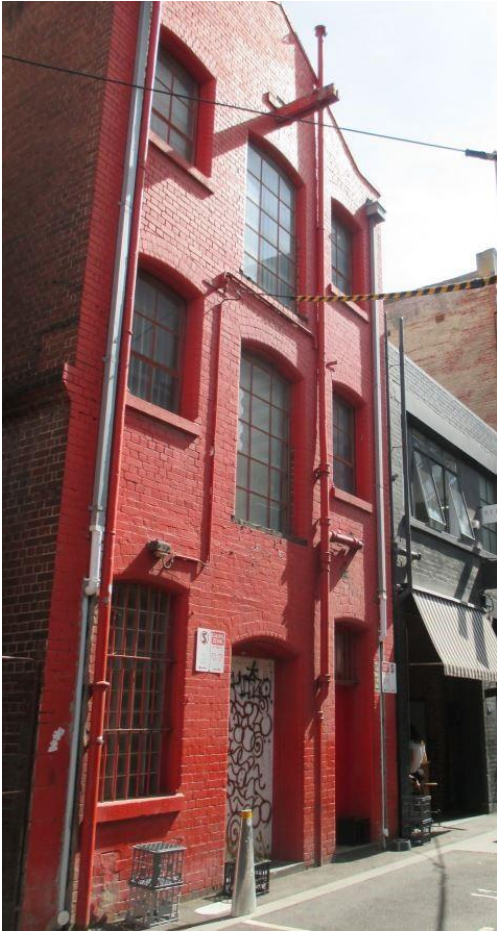


Figure 33 Edwardian warehouse, 17 Somerset Place

### *What is Significant?*

#### **History**

The three-storey brick warehouse at 17 Somerset Place was built in c. 1907-8 for Joseph Kennedy by contractors Peters & Hetherington of King Street.<sup>74</sup> The building replaced a single-storey brick foundry, which had occupied the site from as early as 1888.<sup>75</sup> This foundry was owned by James Kennedy and occupied by James Stevenson until the mid-1890s, when the site was occupied by Robert McPherson and the brick building used as a workshop.<sup>76</sup> In 1907 the site was owned by Joseph Kennedy, and described as a brick workshop, valued at a NAV of £24.<sup>77</sup> In March 1907, a notice of intention to build was submitted to the City of Melbourne by Kennedy, to construct a three-storey brick store off Little Bourke Street.<sup>78</sup>

The following year, although it was still described as a brick workshop, the value of the property had increased to a NAV of £116.<sup>79</sup> The new building can be seen on the Mahlstedt fire insurance plan of 1910 (Figure 41). The plan shows the building as having two doors on the front elevation, and two to the side elevation. The building was occupied by carpet and upholstery importers, Bradshaw and Allan who remained at the site into the 1950s.<sup>80</sup>

#### **Description**

The c. 1907-8 three-storey brick warehouse at 17 Somerset Place is built to the boundaries of its laneway site, and adopts an unusually small footprint presenting a frontage of less than seven metres to the street. Constructed in face brick, the façade retains its original pattern of fenestration. The original arrangement of segmental-arch headed windows and landing entries at each level generally survives, as does an original crane beam above central landing doors at each floor level. A second point of entry

from the laneway allowing separate access to upper levels from the street also survives. Another pedestrian entry remains evident along a laneway to the south elevation of the warehouse.

Some door and window joinery has been replaced and other minor works have occurred. However, these alterations have had limited impact overall on the form and character of the building. The façade has been over-painted in red although the original hawthorn brick expression remains legible along the access way to its south. It is likely that the roof was originally clad in slate but is currently clad in modern corrugated steel. The former warehouse survives as a substantially intact but unusually narrow warehouse structure.

*How is it Significant?*

The three-storey brick warehouse at 17 Somerset Place, built in c. 1907-8, is of local aesthetic/architectural significance.

*Why is it Significant?*

The building is of aesthetic/architectural significance. While it is a utilitarian building, it is distinguished by its vertical proportions and unusually narrow footprint, for the building type. The large original segmental-arch headed windows to the Somerset Place elevation further distinguish the building, enlivening its presentation to the laneway. Despite some overpainting, the original hawthorn brick expression to the south elevation remains. The building also retains other key elements associated with its original design and use, including the original crane beam above the central landing doors at each floor level. A second point of entry in the façade is also original, and provided separate access to the upper levels from the street.

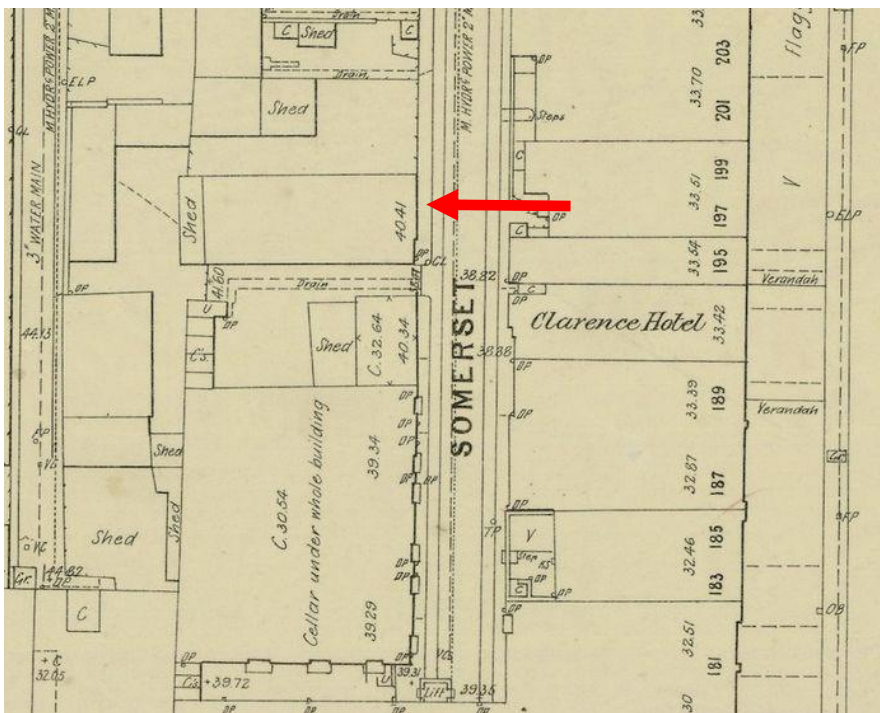


Figure 34 MMBW detail plan no 1016, 1894, showing part of Somerset Place, with subject site indicated, prior to construction of the subject building  
Source: State Library of Victoria

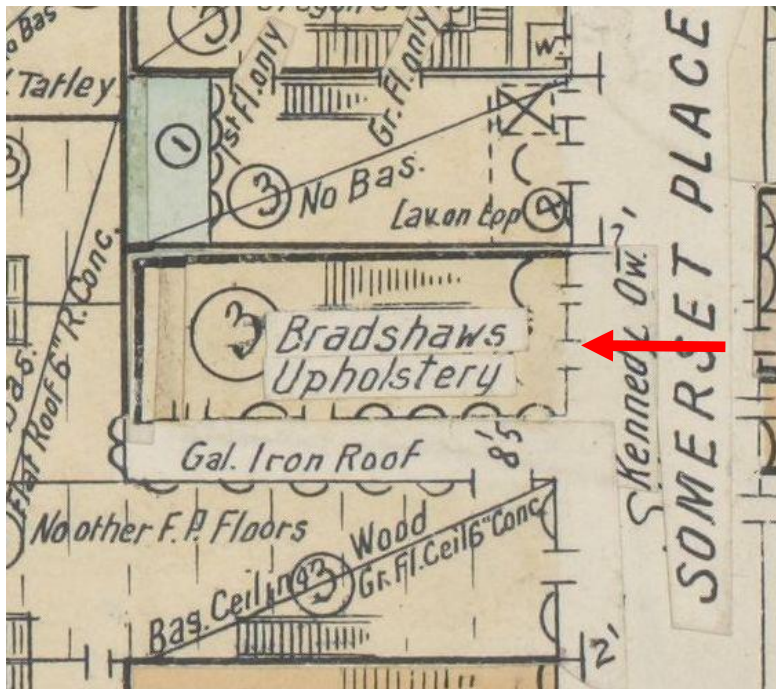


Figure 35 Mahlstedt fire insurance plan, Plan 13, 1910, with three-storey warehouse at 17 Somerset Place indicated  
Source: State Library of Victoria

### 3.8 Properties with existing individual Heritage Overlay controls

As noted above, there are properties within the precinct which currently have an individual Heritage Overlay control. These are identified in the property schedule, but are not described in detail here. See their separate individual property citations for a brief history, description and assessment of these properties. The properties at 195 Elizabeth Street, rear of 361-365 Little Lonsdale Street, and 352-362 Lonsdale Street (Mitchell House) are also included in the Victorian Heritage Register. In summary, these properties are as follows:

- 195 Elizabeth Street, two storey 1853 shop, HO981 (VHR 2155)
- 215-217 Elizabeth Street, two storey Victorian retail premises, HO1016
- 245-269 Elizabeth Street, three storey Victorian and Edwardian retail buildings, HO618
- 273-281 Elizabeth Street/352-362 Lonsdale Street, Mitchell House, HO715 (VHR 2232)
- 299 Elizabeth Street, three storey Victorian shop, HO1017
- 303-305 Elizabeth Street, two storey Edwardian shop, HO1018
- 351-357 Elizabeth Street, five storey interwar bank, HO1019
- 361-365 Little Lonsdale Street (rear to Heape Court), 1920s building and early store, HO709 (VHR 826)

#### 4.1 Assessment of significance

The following assessment includes a comparative analysis of the precinct; identification of relevant heritage criteria; and a statement of significance.

#### 4.2 Comparative Analysis

The Elizabeth Street West Precinct is a predominantly commercial heritage precinct located on the west side of Elizabeth Street, Melbourne. It incorporates a largely retail streetscape (Elizabeth Street), and laneways to its west with a different built form character: factories, warehouses and workshops to Zevenboom Lane, Heape Court and Somerset Place. Precincts which include a main or principal street with a commercial/retail heritage character, and associated laneways, are found elsewhere in the CBD.

Examples include the Bourke Hill Precinct (HO500), which incorporates commercial development at the east end of Bourke Street, dating from the nineteenth century through to the post-WWII period. As with the subject precinct, HO500 incorporates a network of laneways between the streets of the precinct, with the latter also including Little Bourke and Little Collins streets, and Spring Street. Unlike the subject precinct, HO500 also has an important vista to Parliament House. The Little Bourke Street Precinct (HO507), while focused on the latter street and its rich history of association with the Chinese community, also includes historic retail and commercial development to a long section of Lonsdale Street, and a network of connecting lanes. Many Victorian and Edwardian commercial and retail buildings address Lonsdale Street, and with heights in the range of two-three storeys, this streetscape is generally comparable to the west side of Elizabeth Street. The connecting laneways and their buildings, often former factories and warehouses, are also comparable to the subject precinct. Another example is The Block Precinct (HO502). While this latter precinct includes a significant component of the retail streetscape of Collins Street, in comparison to the subject precinct it has historically been more fashionable and prestigious. It also incorporates significant historical shopping arcades, as opposed to laneways; and several architecturally distinctive buildings of the Boom period through to the interwar era. A section of the east side Elizabeth Street is included in HO502, but here too the historic commercial buildings tend to be grander and more elaborate than those of the subject precinct.

Taking the above into consideration, it is apparent that there are broadly comparable precincts and parts of precincts in the CBD, albeit with different histories and patterns of development. In terms of differentiation, the Elizabeth Street West Precinct is distinctive within this context. The street was an early north-south thoroughfare of the Hoddle Grid, and historically the main north route out of the city on the road to Sydney and the goldfields. Its historic role as a busy route for travellers, including those off to the Bendigo diggings, influenced its early development. The small scale shops and businesses which typified the early street, also serviced the residents in the western part of the CBD. As a desirable commercial address, Elizabeth Street for many decades suffered from poor drainage, and an equally poor reputation in the public consciousness. This was maintained until the later nineteenth century, despite some notable developments – such as the Melbourne GPO – having an address to the street (albeit outside the current precinct boundary). Elizabeth Street was also historically at the low-lying centre of the Hoddle Grid, and marked the division between the eastern and western halves of the city, a central location which accounted for the establishment of the GPO.

#### **4.3 Assessment against Criteria**

The following lists the assessment criteria recommended by the VPP Practice Note ‘Applying the Heritage Overlay’, July 2015.

The bolded criteria are those which apply. These are also referred to in the statement of significance which follows.

**Criterion A - Importance to the course, or pattern, of the City of Melbourne’s cultural or natural history (historical significance).**

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Melbourne’s cultural or natural history (rarity).

Criterion C - Potential to yield information that will contribute to an understanding of the City of Melbourne’s cultural or natural history (research potential).

**Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).**

**Criterion E - Importance in exhibiting particular aesthetic characteristics (aesthetic significance).**

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

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 and developing cultural traditions (social significance).

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Melbourne (associative significance).

#### **4.4 Statement of Significance**

##### *What is Significant*

The Elizabeth Street West Precinct is located in the Melbourne Central Business District, concentrated on the west side of Elizabeth Street between La Trobe Street in the north and Bourke Street in the south. The precinct is not fully contiguous, comprising two separate sections of Elizabeth Street, with the separate southern section below Little Bourke Street. It also extends to the west to include the laneways, and properties abutting the laneways, of Zevenboom Lane, Heape Court and Somerset Place. While the northern and southern sections of the precinct are independently legible, they come together as two parts of a larger whole, being the broader retail and commercial precinct, complemented by the historically related laneways. Significant and contributory buildings in the precinct were constructed from the early 1850s through to the interwar period. This date range reflects the historical development and evolution of Elizabeth Street generally, and that of the sections of street included in the precinct particularly. The significant and contributory buildings also vary in their form, scale and footprint, which again reflects their dates of construction and original and historical uses.

##### *How is it Significant*

The Elizabeth Street West Precinct is of local historical and aesthetic/architectural significance.

##### *Why is it Significant*

The Elizabeth Street West Precinct is of historical significance. Elizabeth Street was an early north-south thoroughfare of the Hoddle Grid, built on the general alignment of the former Townend Creek. It was also historically at the low-lying centre of the Grid, marking the division between the east and west halves of the city. Elizabeth Street was the main north route out of the city, and the start of the road to Sydney and the goldfields, the Bendigo diggings in particular. The onset of the gold rushes was in fact the catalyst for the rise of the street, at least in a commercial sense. It is now a physically evolved street, including within the precinct. Valued development ranges from the mid-nineteenth century, when smaller scale shops and businesses were established to service the north-bound traffic out of the city, and residents living in the western part of the CBD; through to the later nineteenth century and interwar period, when larger showrooms and grander commercial buildings were constructed. The later development variously accommodated motor bicycle and motor related businesses, garment and other manufacturers, and banks. For its first half century, Elizabeth Street was poorly managed in civic terms, and the subject of public derision and ridicule due to its poor drainage and frequent flooding. The poor drainage remained until the 1880s, when an underground brick drain was finally constructed, extending from Therry Street in the north to the Yarra River in the south. The laneways running parallel to Elizabeth Street are also of historical significance. While they provide evidence of a typical Melbourne laneway's role in servicing the rears of properties to the main street, they also retain evidence of their own nineteenth and early twentieth century development, including former factories and warehouses which were independent of Elizabeth Street and not of a retail nature. (Criterion A)

The Elizabeth Street West Precinct is of aesthetic/architectural significance. It includes a range of two and three storey Victorian, Edwardian and interwar commercial and retail buildings, anchored by some key corner buildings of individual significance, often designed by well-regarded architects. While many of the contributory buildings are typical rather than exceptional in terms of form and detailing, they nevertheless provide evidence of the physical evolution and function of the precinct, including the earlier buildings as evidenced in the fine grained terrace rows. Shopfronts have generally been replaced, but upper levels and parapets are largely intact to their early states. Boxed awnings extend over footpaths. Brick, rendered masonry and concrete are common materials. Moving away from

Elizabeth Street, the associated Zevenboom Lane, Heape Court and Somerset Place are also of aesthetic/architectural significance. These retain historic buildings which address the lanes, as well as those which contribute to the heritage character through their side or rear elevations. Valued development to the laneways ranges from the mid-nineteenth century through to the interwar period, and is evident in a rich and diverse collection of factories, warehouses and workshops. Face red brick is the dominant material in the lanes, complemented by bluestone, rendered masonry and concrete. Heape Court in particular is distinguished by its Victorian buildings and early fabric, and retains original bluestone kerbs, channels and flagstones. (Criterion E)

The Elizabeth Street West Precinct is additionally significant for retaining evidence of the typical retail and commercial buildings which were established in many commercial streets of inner Melbourne from the mid-nineteenth century. It has the principal characteristics of such development, and early retail strips, as seen in the fine grained terrace rows with shops at ground floor level, and office or residential spaces above. The upper levels are typically more intact than the ground floor shopfronts. Larger buildings, including banks and showrooms, also commonly anchor the street corners. (Criterion D)

#### **4.5 Key characteristics**

The following are the key characteristics of the precinct, which support the assessed significance:

- Density of development to both Elizabeth Street and the related laneways, including the fine grain of development with boundary to boundary construction, and no setbacks.
- Building heights to Elizabeth Street in the two-three storey range, with larger buildings such as the former Union Bank, Mitchell House and Wardrop's Building being notable exceptions.
- Variety of building forms and footprints, including some buildings of narrow proportions to the both Elizabeth Street and the laneways.
- Diverse architectural expression of buildings in Elizabeth Street in particular, denoting development from the mid-nineteenth century – when the street accommodated small scale businesses which serviced residents in the western part of the city and north-bound traffic – through to the late nineteenth century and interwar period when larger showrooms and banks were established.
- On Elizabeth Street, some buildings of individual significance are constructed to the street corners, with addresses to both street frontages.
- The distinctive character of each of the three laneways: Heape Court with a number of Victorian buildings, and original bluestone kerbs, channels and flagstones; Zevenboom Lane with its narrow dimensions and largely interwar character; and Somerset Place with its wider dimensions and more activated contemporary streetscape.
- Contributory building materials to Elizabeth Street include brick, rendered masonry and concrete; while to the laneways it is face red brick (most elevations are not overpainted), rendered masonry and concrete, and some bluestone.
- Contributory components of buildings to Elizabeth Street include intact upper levels, with detailed facades, punched window openings, and diverse parapet forms. Roof forms are typically not visible, but some original chimneys remain and can be seen from the street.
- Contributory components of buildings to the laneways include original side and rear elevations, as well as property frontages and facades; simple brick elevations denote the back-of-house activities of the Elizabeth Street premises.
- Other contributory components of the laneway buildings include some original window and door openings and timber joinery; fenestration expressed as punched openings in masonry walls rather than large expanses of glazing, with steel windows being more typical of the interwar buildings; chamfered corners; and hoists and crane beams which provided access to upper levels of warehouses.
- There is a general absence of vehicle parking arrangements.

See photo elevation at Figure 42.

## 5.0 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme.

External Paint Controls	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

### Identified By

Lovell Chen, 2016





Figure 36 Photo elevation of Elizabeth Street West Precinct showing blocks between Bourke and La Trobe streets



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- 1 Gary Presland, *First People: The Eastern Kulin of Melbourne, Port Phillip & Central Victoria*, Museum Victoria Publishing, Melbourne, 2010, p. 12.
- 2 Gary Presland, *First People: The Eastern Kulin of Melbourne, Port Phillip & Central Victoria*, Museum Victoria Publishing, Melbourne, 2010, p. 40.
- 3 Context Pty Ltd, *Thematic History – A History of the City of Melbourne’s Urban Environment*, 2012, p. 4.
- 4 Gary Presland, *The Place for a Village: How Nature Has Shaped the City of Melbourne*, Museum Victoria Publishing, Melbourne, 2009, p. 87.
- 5 Michael Cannon, *Old Melbourne Town before the gold rush*, Loch Haven Books, Dromana, 1991, p. 126.
- 6 Andrew Brown-May, *Melbourne Street Life*, Australian Scholarly Publishing, Kew, 1998, p. 23.
- 7 *Port Phillip Gazette*, 8 February 1840, p. 4.
- 8 Robert Main Abbott as quoted in Andrew Brown-May, *Melbourne Street Life*, Australian Scholarly Publishing, Kew, 1998, p. 23.
- 9 *Argus*, 11 September 1852, p. 3
- 10 *Argus*, 9 October 1851, p. 3.
- 11 ‘H2155, Shop, 195 Elizabeth Street’ Victorian Heritage Register Statement of Significance, accessed via Heritage Council’s Victorian Heritage Database, <http://vhd.heritagecouncil.vic.gov.au/places/1325>, 30 May 2016.
- 12 *Sands & McDougall* directory, 1858
- 13 *Sands & McDougall* directory, 1858.
- 14 *Argus*, 5 August 1857, p. 7, and Burchett Index, Notice of Intention to Build, City of Melbourne, registration no. 694, 12 August 1857, in Miles Lewis, Australian Architectural Index, record no. 75052, accessed via <http://www.mileslewis.net/australian-architectural.html>, 16 April 2018.
- 15 Richard Horne, as quoted in Michael Cannon, *Melbourne After the Gold Rush*, Loch Haven Books, Main Ridge, 1993, p. 306; ‘Private Assembly Balls to be held at Hockin’s Hotel’, 1867, brochure, Fergusson and Moore, held by State Library of Victoria.
- 16 ‘H2155, Shop, 195 Elizabeth Street, Melbourne’, Heritage Victoria, Victorian Heritage Register, accessed via Victorian Heritage Database, <http://vhd.heritagecouncil.vic.gov.au/places/1325>, 26 May 2016.
- 17 *Sands & McDougall* directory, 1864, City of Melbourne, rate books, Volume 5: 1866, Bourke Ward, rate nos 136-144, VPRS 5708/P9, Public Record Office Victoria
- 18 *Argus*, 23 February 1882, p. 9.
- 19 *Argus*, 23 February 1882, p. 9.
- 20 *Argus*, 22 July 1884, p. 7 and MMBW detail plan no 503, City of Melbourne, 1896, held by State Library of Victoria.
- 21 *Argus*, 3 June 1884, p. 7.
- 22 *Argus*, 3 June 1884, p. 7.
- 23 *Argus*, 22 June 1887, p. 1.
- 24 *Argus*, 22 June 1887, p. 1.

- 
- 25 *Sands & McDougall* directory, 1894; Mahlstedt fire insurance plan, 1888, map 13, held by State Library of Victoria, City of Melbourne, rate books, Volume 33: 1896, Bourke Ward, rate nos 342-400, VPRS 5708/P9, Public Record Office Victoria
- 26 Notice of intention to build, MCC registration no 7068, 5 November 1897, record no 75193, and *Building Engineering and Mining Journal*, 11 December 1897, p. 387, record no 26509, 16 July 1898, supplement 5, record no 5754, in Miles Lewis Australian Architectural Index <http://www.mileslewis.net/australian-architectural.html>, accessed 26 May 2016; *Sands & McDougall* directory, 1894.
- 27 City of Melbourne, rate books, Volume 29: 1890, Bourke Ward, rate nos 1263-1265, VPRS 5708/P9, Public Record Office Victoria
- 28 *Advocate*, 22 February 1879, p. 16 and *Argus*, 7 June 1956, p. 11.
- 29 City of Melbourne, rate books, Volume 25: 1886, Bourke Ward, rate nos 888-892, Volume 11: 1872, Bourke Ward, rate nos 244-247, VPRS 5708/P9, Public Record Office Victoria.
- 30 *Leader*, 16 November 1895, p. 6.
- 31 *Sands & McDougall* directory, 1901.
- 32 *Socialist*, 5 May 1906, p. 7, 6 October 1906, p. 3 and 24 April 1908, p. 8.
- 33 *Sands & McDougall* directory, 1914, 1925.
- 34 *Argus*, 12 October 1926, p. 5.
- 35 *Argus*, 3 May 1927, p. 8.
- 36 City of Melbourne Building Application Index, 341-43 Elizabeth Street, BA 4750, 15 March 1923, held by Lovell Chen.
- 37 City of Melbourne Building Application Index, 274-278 Little Lonsdale Street, BA 16201, 25 March 1935, held by Lovell Chen.
- 38 *Argus*, 26 October 1956, p. 20.
- 39 *Argus*, 4 February 1927, p. 15
- 40 *Age*, 16 January 1941 and 17 February 1982, p. 11
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- 66 John Statham in Goad and Willis (eds), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.
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- 74 Miles Lewis Australian Architectural Index, notice of intention to build, MCC registration no 405, 23 March 1907, record no 73331, accessed via <http://www.mileslewis.net/australian-architectural.html>, 19 May 2016. Note record lists owner as James Kennedy, but this appears to be incorrect.
- 75 City of Melbourne, rate books, Volume 27: 1888, Bourke Ward, rate no 940, VPRS 5708/P9, Public Record Office Victoria.
- 76 City of Melbourne, rate books, Volume 33: 1896, Bourke Ward, rate no 949, VPRS 5708/P9, Public Record Office Victoria.
- 77 City of Melbourne, rate books, Volume 43: 1907, Bourke Ward, rate no 949, VPRS 5708/P9, Public Record Office Victoria.
- 78 Miles Lewis Australian Architectural Index, notice of intention to build, MCC registration no 405, 23 March 1907, record no 73331, accessed via <http://www.mileslewis.net/australian-architectural.html>, 19 May 2016. The index identifies the property as 'off Little Bourke – Merlin Alley', but the rate books and Mahlstedt plans do not indicate that such a building was constructed in Merlin Alley.
- 79 City of Melbourne, rate books, Volume 44: 1908, Bourke Ward, rate no 951, VPRS 5708/P9, Public Record Office Victoria
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Elizabeth Street West Precinct Property Schedule

Lovell Chen 2017, updated October 2018

Address	Current name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
195 Elizabeth Street	Freechoice Tobacconist	E	Significant	Two storey Victorian shop, 1853	HO981	H2155	Also significant to Somerset Place.
197-199 Elizabeth Street (16 Somerset Place)	Molony's Apartments	C	Contributory	Five storey garment manufactory, 1914	-	-	Formerly Wardrop's Tailors.
201-207 Elizabeth Street (20 Somerset Place)		C	Contributory	Three storey Victorian offices	-	-	Also contributory to Somerset Place; relates to bluestone elements only.
209-213 Elizabeth Street	Melbourne Tattoo Company	C	Contributory	Three storey interwar retail premises	-	-	Also contributory to Somerset Place.
215 Elizabeth Street (34 Somerset Place)	Pen City	B	Significant	Two storey Victorian retail premises	HO1016	-	Also contributory to Somerset Place.
217 Elizabeth Street	Show & Tell Creative	C	Significant	Two storey Victorian retail premises	HO1016	-	Also contributory to Somerset Place.
245-247 Elizabeth Street	Cuisine World	D	Contributory	Three-storey Victorian building in terrace row; façade has been altered	HO618	-	
249-251 Elizabeth Street	Outre Gallery	B	Significant	Three-storey Victorian building in terrace row	HO618	-	

Address	Current name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
253 Elizabeth Street	Gretel and Gretel	B	Significant	Three-storey Victorian building in terrace row	HO618	-	
255 Elizabeth Street	Great Earth Super Discount Health Shop	B	Significant	Three-storey Victorian building in terrace row	HO618	-	
257 Elizabeth Street	24Seven Convenience	B	Significant	Three-storey Victorian building in terrace row	HO618	-	
259 Elizabeth Street	JB Hi-Fi Mobile Phones	B	Significant	Three-storey Victorian building in terrace row with ornamental gable end	HO618	-	
261 Elizabeth Street		B	Significant	Three storey Edwardian retail building	HO618	-	
263-269 Elizabeth Street	Michaels Camera Video and Digital	B	Significant	There are two buildings at this address: Three storey Edwardian retail building, originally of two storeys (263); and three storey Edwardian retail building with corner tower, of 1915 (265-269)	HO618	-	The building at 263 Elizabeth Street is contributory.
273-281 Elizabeth Street (refer 352-362 Lonsdale Street below)	Discount Notebooks, Metro PC	(refer 352-362 Lonsdale Street)	(refer 352-362 Lonsdale Street)	(refer 352-362 Lonsdale Street)	HO715	-	
283-285 Elizabeth Street	Aussie Disposals	C	Contributory	Two storey Victorian shop and hall, altered	-	-	

Address	Current name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
287-289 Elizabeth Street	JB Hi-Fi	C	Significant	Two storey Victorian shop, very ornate; to the rear is an interwar addition/workshop	-	-	Also contributory to Heape Court.
291-293 Elizabeth Street	Oriental Spoon	C	Contributory	Two storey Edwardian shop	-	-	Also contributory to Heape Court.
295-297 Elizabeth Street	Mitchells Adventures	C	Contributory	Two storey c. 1920s shop	-	-	Also contributory to Heape Court.
299 Elizabeth Street	Modak Motorcycles	C	Significant	Three storey Victorian shop	HO1017	-	Also contributory to Heape Court.
301 Elizabeth Street	G2 Korean BBQ	U	Contributory	Two storey c. 1970s principal elevation, with an early brick two-storey wall to the rear	-	-	The 1970s component to Elizabeth Street is non-contributory; with the rear contributory to Heape Court.
303-305 Elizabeth Street	Old Town White Coffee	D to Elizabeth Street; C to Heape Court	Significant	Two storey Edwardian shop to Elizabeth Street, with earlier bluestone component to rear	HO1018	-	The significant component is to the rear to Heape Court, with a contributory component to Elizabeth Street.
307-311 Elizabeth Street		C	Significant	Two storey interwar retail premises, 1926	-	-	Also contributory to Heape Court.
315-321 Elizabeth Street	The Meeting Place	D	Non-contributory	Three storey pub/entertainment venue (incorporating former interwar factory) remodelled c.1980s	-	-	
323 Elizabeth Street	Mars Leathers	C	Contributory	Two storey Victorian shop	-	-	Also contributory to Zevenboom Lane.



Address	Current name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
325-327 Elizabeth Street	Melbourne Convenience Store	C	Contributory	Two storey Victorian shop	-	-	Also contributory to Zevenboom Lane.
329-335 Elizabeth Street	Ithaca House	U	Contributory	Three storey c.1960s commercial building, with three/four-storey interwar building to rear	-	-	The 1960s component to Elizabeth Street is non-contributory; with the rear contributory to Zevenboom Lane.
337-339 Elizabeth Street	Peter Stevens Motorcycles	U	Non-contributory	Two storey altered interwar	-	-	
341-345 Elizabeth Street	Peter Stevens Motorcycles	C	Contributory	Three storey interwar shop with unusual neoclassical design	-	-	
347 Elizabeth Street	City KTM	C	Contributory	Three storey interwar shop	-	-	
349 Elizabeth Street		C	Contributory	Two storey Edwardian shop	-	-	
351-357 Elizabeth Street	Resource Architecture	C	Significant	Five storey banking chambers, 1926	HO1019	-	
349-351 Little Bourke Street		C	Contributory	Two storey interwar shop	-	-	Also contributory to Somerset Place
274-278 Little Lonsdale Street	Phillips Shirts	C	Contributory	Three storey interwar factory	-	-	Also contributory to Zevenboom Lane
359 Little Lonsdale Street	H D Development	C front and side; D rear	Significant	Two storey interwar commercial and factory building with Victorian warehouse at rear	-	-	The significant component is the Victorian warehouse to the rear; with contributory component to Little Lonsdale Street and Heape Court.

Address	Current name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
361-365 Little Lonsdale Street	1000 Pound Bend	E front component to Little Lonsdale Street; A for rear store to Heape Court	Significant	Early Victorian store to rear of two storey building to Little Lonsdale Street.	HO709	H0826 (Heape Court store)	The property as it addresses Little Lonsdale Street is located outside the proposed precinct. Only the rear (VHR-listed) part of the property addressing Heape Court is included in the precinct, and it is significant.
352-362 Lonsdale Street (also 273, 277 and 279-381 Elizabeth Street)	Mitchell House	B (corner building) U (western component)	Significant	Six storey interwar Moderne offices to the corner, with a four storey connected western component across Mitchell Lane, which is a Victorian warehouse with mid-twentieth century alterations	HO715	H2232	Corner building is included in the VHR, and is significant. The component west of Mitchell Lane is not in the VHR, and is contributory.
13 Somerset Place	Gallery One Three	D	Contributory	Four storey c.1920s warehouse	-	-	
17 Somerset Place		D	Significant	Three storey Edwardian warehouse	-	-	
19 Somerset Place		U	Contributory	Two storey mid-twentieth century	-	-	
21-27 Somerset Place	The Foundation for Young Australians	C	Contributory	Three storey interwar former warehouse	-	-	
29-31 Somerset Place		C	Contributory	Three storey Victorian former warehouse	-		

\*This column indicates where the rear or side of a building contributes to the historic character and significance of a laneway. In some cases, the front of a property has been modified or replaced, and has lost its heritage value, but the historic rear or side component to the laneway is retained. Unless otherwise stated in this column, the front or principal component of the subject property has heritage value.



## **GUILDFORD & HARDWARE LANEWAYS PRECINCT**

PRECINCT CITATION

Prepared for  
**City of Melbourne**

May 2017, updated March and September 2019

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Key Guildford & Hardware Laneways Precinct

  Proposed Heritage Overlay

Figure 1 Map showing proposed Guildford and Hardware Laneways Precinct

## 1.0 Brief description

The Guildford and Hardware Laneways Precinct is located in the Melbourne Central Business District. The precinct is within the area ('study area') bounded by La Trobe Street to the north, Little Collins Street to the south, Queen Street to the west and Elizabeth Street to the east. For the purposes of this citation, four blocks have been identified within the precinct, and are referred to in more detail below (see Section 3.0). A fifth block, extending from Bourke Street to Little Collins Street, was excluded from the precinct.



Figure 2 Aerial photograph, with the precinct study area (not precinct boundary) outlined; La Trobe Street is at top, and Little Collins Street is at bottom  
Source: Nearmap 5 February 2016

## 2.1 History

Prior to European settlement, the Woi wurrung, Watha wurrung and the Boon wurrung – all groups of the Kulin nation - claimed land which took in what is now the area of greater Melbourne.<sup>1</sup> Members of the Watha wurrung people were known to camp on the elevated ground at the western end of what is now Lonsdale Street, away from the low-lying creek which flowed south to the Yarra River.<sup>2</sup> The creek was later known as the William or Townend Creek (see below), and the future Elizabeth Street would follow the general alignment of the creek. Later flooding events, following European settlement, would be a reminder of the creek and the low-lying nature of this part of central Melbourne.

## 2.2 Nineteenth century

The original survey of Melbourne by Robert Hoddle in 1837, which covered an area from Flinders Street to Lonsdale Street and from Spencer Street to Spring Street, provided for generous city blocks accessed by wide or major thoroughfares, and service or secondary/little streets. The city blocks were exactly one acre in area, being 10 chains square (201 metres × 201 metres). The major thoroughfares and main streets included Collins, Lonsdale, Elizabeth and Queen streets, of one and a half chains (30 metres) in width; with the secondary/little streets including Little Collins, Little Bourke and Little Lonsdale streets, being narrower (10 metres) in width. The little streets were intended to furnish service entries – or laneways - to the rears of properties fronting the main streets, but also developed as independent streets.<sup>3</sup>

Secondary streets such as Little Bourke and Little Lonsdale Streets allowed for straightforward passage through the city from east to west at mid-block. However, the Hoddle Grid allowed no equivalent movement from north to south. The grid also did not anticipate the laneways which would develop in the nineteenth and into the twentieth centuries within the blocks, and between the streets, mostly on a north-south alignment. There were 80 named lanes in the city in 1856, and by 1935 the number had increased to 235.<sup>4</sup>

Many of these lanes were originally private, and sometimes closed to public access. It was an issue the 1851 *Private Lanes and Alleys Act* attempted to address, by requiring the owners of all streets, alleys and courts in the municipality to form the lane and keep them clear of obstructions. Owners of such private lanes were not always supportive of moves to make private lanes more accessible, and were charged the cost of the associated roadworks.<sup>5</sup>

The block bound by Elizabeth, Queen, La Trobe and Little Collins streets was originally surveyed as Crown sections 13, 20 and 29 of Melbourne. Sections 13 and 20, between Little Collins and Lonsdale streets were sold in Crown land sales of June and November 1837. Purchasers included pastoralists Alfred Langhorne and Hugh Glass, and surveyor Robert Hoddle, who bought two allotments fronting Elizabeth Street between Little Collins and Bourke streets. The blocks north of Lonsdale Street were not sold until 1847, with Glass purchasing another four allotments.<sup>6</sup>

As noted, the laneways developed initially to provide rear service access to properties, and as thoroughfares through the blocks and between streets. However, with the intense subdivision of the 1850s gold rush period, many of the rear lanes evolved into distinct streets with their own property frontages.<sup>7</sup> Also as noted, while most lanes extend on a generally north-south alignment, along the boundaries between the early Crown allotments (as per Figure 3 and Figure 4), others developed within these allotments, and were informed by land use, rather than property boundaries.

Many of the laneways between Queen and Elizabeth streets had been established by the mid-1850s, as can be seen on the Kearney plan of 1855 (Figure 4). The *Sands & McDougall* directory of 1858 identifies White Hart and Wright (later Hardware) lanes, Goldie Alley (later Goldie Place), Vinge Alley (later Vengeance Alley and Racing Club Lane), Merlin Alley (later Somerset Place), Heape Court and O'Leary Place.<sup>8</sup>



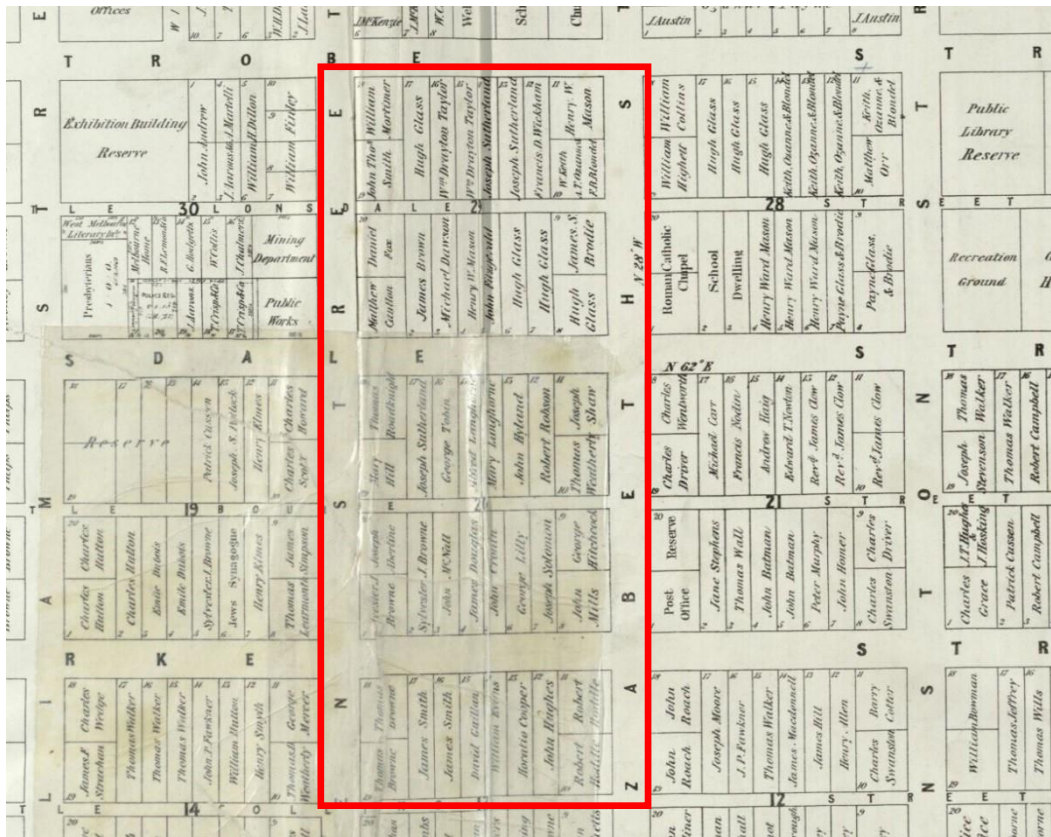


Figure 3 Plan showing original large Crown allotments between La Trobe and Little Collins streets, at 1865, Melbourne, with study area indicated  
 Source: Department of Lands and Survey, State Library of Victoria

Although occupants of these lanes were not listed in the directory, businesses in the adjacent little streets, which were serviced by the lanes included horse sale yards and stables, grocers, tobacco manufacturers, pawnbrokers, boarding houses and hotels in Little Bourke Street, with builders, carters, blacksmiths, shoeing forges, produce merchants and hotels listed in Little Lonsdale Street.<sup>9</sup> A number of small buildings, including a workshop, corrugated iron store and two houses were constructed in Guildford Lane and Sutherland Street in the mid-1850s.<sup>10</sup> The 1857 plan of the block between La Trobe and Little Lonsdale streets shows small buildings in Guildford Lane with larger yards, with the Bucks Head Hotel and its associated stables, at the corner of McLean Alley and Sutherland Street, visible in Figure 5. An oblique 'isometric' 1866 plan of the area (Figure 6) shows numerous small buildings, including houses, located particularly at the northern end of the precinct, towards La Trobe Street and Guildford Lane, with the long, curved roofs of the horse bazaars (see below) extending from Bourke Street also visible.

The municipal rate books indicate that many of the lanes were occupied by small residences in this early period. The rate books of 1861 record a three-room wooden cottage in White Hart Lane, and two four-roomed brick cottages and three two-roomed wooden cottages 'off Little Bourke Street'. Likewise, nearby Wright Lane (now Hardware Lane) was occupied by 11 small residences and Goldie Alley by 13 cottages, of brick, wood and even plaster.<sup>11</sup> Sutherland Street, known in 1861 as Bucks Head Lane after the hotel in Little Lonsdale Street, was occupied by brick cottages, wooden shanties, and a brick bakery.<sup>12</sup> The mixture of small residential buildings in the adjacent Guildford Street (now Guildford Lane) included a slab hut, stone cottages, wooden shanties, stone and iron store, brick cottages and wooden cottages.<sup>13</sup>

The precinct was also characterised by horse bazaars and livery stables throughout the nineteenth century, particularly at its southern end (Figure 7). Bourke Street West was known for its bazaars and the substantial - and long-running - Kirk's Horse Bazaar extended from the north side of Bourke Street

through to Little Bourke Street. It was established by James Bowie Kirk in 1840, a member of the Melbourne Racing Club. Weekly auctions were held for the sale of hundreds of horses, and the annual sale after the Royal Agricultural Show drew large crowds.<sup>14</sup> The Royal and Victoria horse bazaars were also established in this area of Bourke Street by the 1860s (Figure 8).

The horse bazaars attracted numerous related businesses, located in close proximity both on Bourke and Little Bourke streets. By 1894, these included veterinary surgeons, livery stables, stock agents, saddle-makers Nutting & Young and D S Pritchard, and the office of the Epsom Racing Club on Bourke Street; with saddlers, farriers and blacksmiths also located on Little Bourke Street.<sup>15</sup>

Goldie Alley, Guildford Lane, Sutherland Street and Bucks Head Lane remained predominantly residential streets in the 1870s, with a mix of small brick, stone and timber houses, although a brick shop and bake house were also located in Sutherland Street in 1872.<sup>16</sup> Niagara and Wright lanes too continued to be occupied by residences, although a brick cordial factory had been established in Wright Lane by William Dawburn by this time.<sup>17</sup>

Hotels were a common feature in the precinct, often fronting a main or 'little' street with side and rear access from a laneway. By the early 1870s corner hotels included the Bucks Head Hotel, corner of Little Lonsdale and Sutherland Street; Letter Kenny Hotel, Little Lonsdale and Heape Court; Duke of Kent Hotel, La Trobe and Sutherland streets; Robert Burns Hotel, Lonsdale Street and Burns Lane; Niagara Hotel, Lonsdale Street and Niagara Lane; Horse Bazaar Hotel and Governor Arthur Hotel, Little Bourke and Wrights Lane; Racing Club Hotel, Little Bourke Street and Vengeance Lane; and the Australian Hotel, Bourke and McKillops streets. Boarding houses or 'temperance hotels' also provided additional accommodation in the precinct.<sup>18</sup>

Photographic views of the precinct dating from the 1870s illustrate the dense and mostly low-scale development of the precinct by this time, although taller buildings are increasingly evident. A photograph of Little Bourke Street in the 1870s (Figure 9) shows numerous small, generally single-storey residential and commercial buildings, punctuated by the taller two-storey Victoria Racing Club Hotel and jeweller Otto Brinckmann's premises.

Two-storey corner hotels are also visible in the 1870s view of Little Bourke Street (Figure 10). The panoramas of Lonsdale Street in 1875 (Figure 11) and Little Bourke Street (Figure 12) again illustrate the intensity of development in the precinct area, and the increased scale of some development.

Edward Oxford, under his pseudonym John Freeman, wrote of the laneways of Melbourne in 1874:

Running from the great to the little streets of this city are lanes crowded with human habitations. From some of these lanes there branch off at right angles 'places' containing three or four houses. Those recently built are of brick, for the Corporation has long since stopped the erection of any more wooden ones. Others are old tumble-down shanties, packed as closely together as space will allow; without any regard for the convenience of those who dwell in them; dirty, alive with vermin ...Yet these 'places' are within sight of, aye, and overshadowed by magnificent buildings devoted to the trade and commerce of the colony.<sup>19</sup>

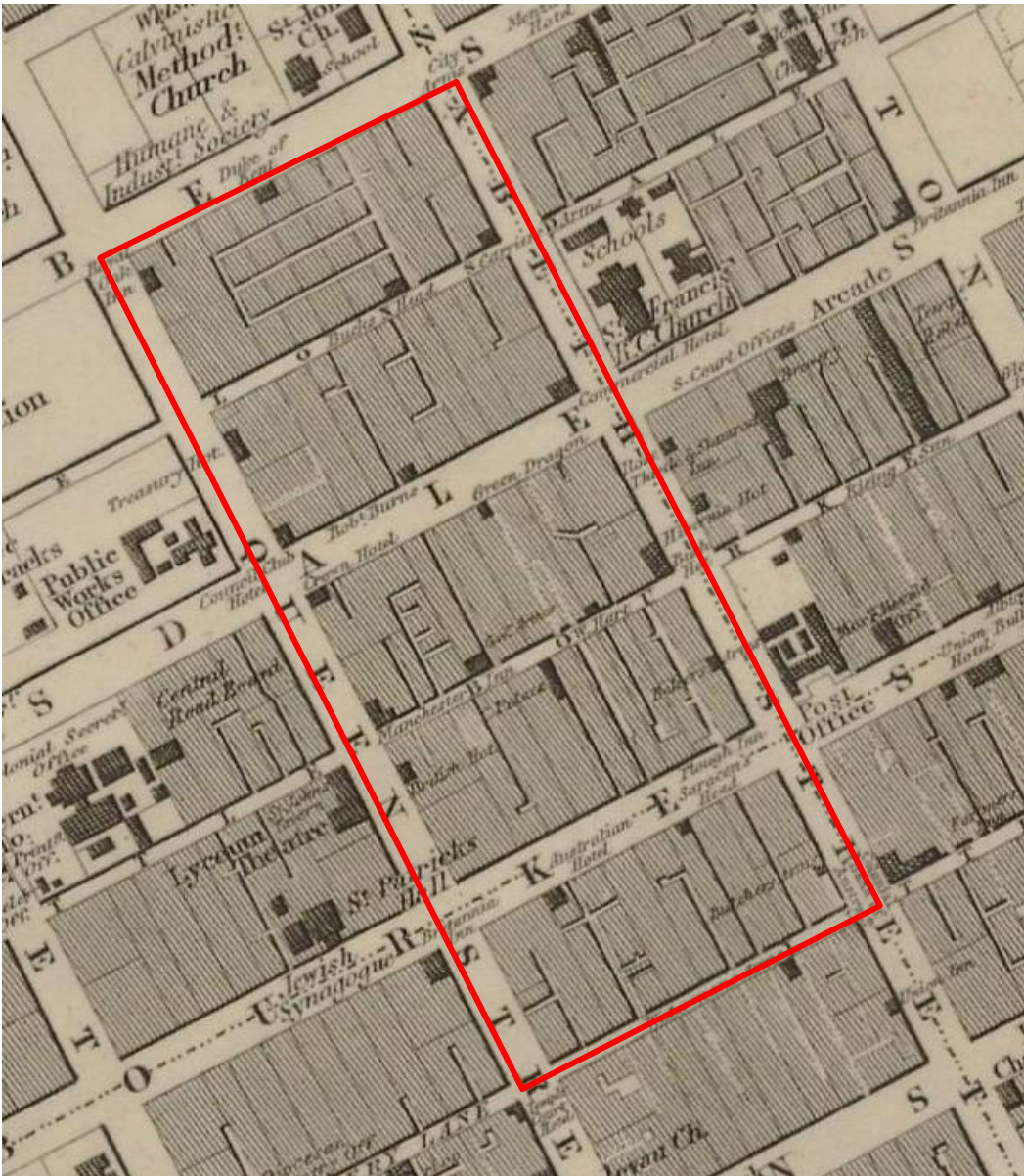


Figure 4 Detail of 1855 Kearney plan of Melbourne, illustrating the proliferation of laneways between Elizabeth and Queen streets by this time. The study area between La Trobe Street at the top and Little Collins Street at the bottom is indicated. Source: State Library of Victoria

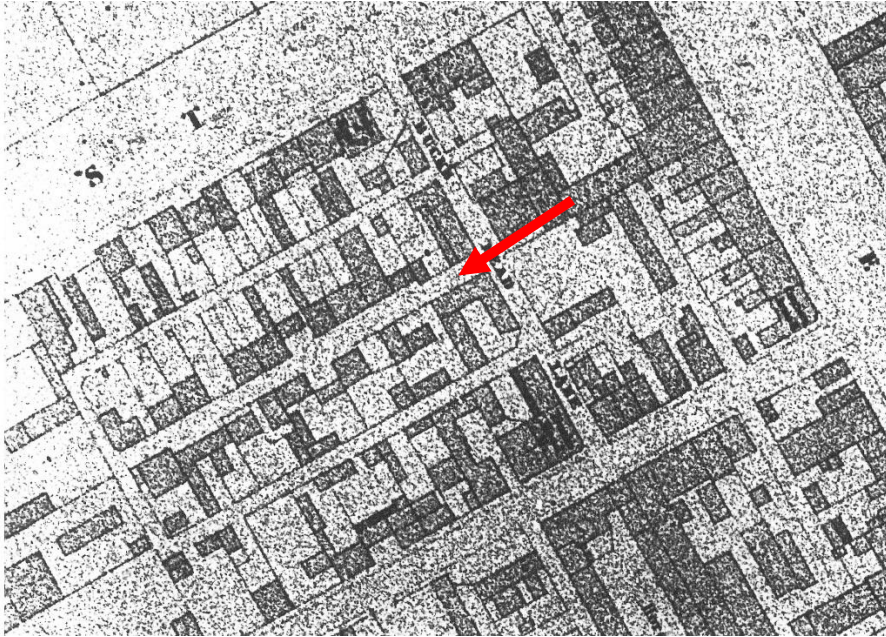


Figure 5 Thomas Bibbs plan of 1857 showing block between La Trobe Street (top) and Little Lonsdale Street (bottom). Guildford Lane indicated  
Source: copy held by Lovell Chen, from State Library of Victoria



Figure 6 De Gruchy & Leigh's 'isometrical' plan of Melbourne, 1866 (north is at bottom). View shows the study area with La Trobe Street at bottom of image, and Little Collins Street at top  
Source: State Library of Victoria



Figure 7 Bourke Street, looking east from Queen Street, 1857. The entrance to Kirk's Bazaar can be seen at left (indicated) and Bears Horse Bazaar at right.  
Source: State Library of Victoria



Figure 8 Elevated view looking south-west from intersection of Elizabeth and Bourke streets (the latter at bottom right), with the curved roof of the Royal Horse Bazaar indicated, c. 1870s.  
Source: Charles Nettleton collection, State Library of Victoria



Figure 9 View west from Elizabeth Street, with Little Bourke Street indicated, c. 1870s. Note two-storey Racing Club Hotel in centre image  
Source: State Library of Victoria



Figure 10 Little Bourke Street from Queen Street, c. 1875, with Horse Bazaar Hotel indicated  
Source: American and Australasian Photographic Collection, State Library of NSW



Figure 11 Detail of 1875 panorama from Scots Church, looking north-west from Elizabeth Street, showing Block 2 and Block 1, with Lonsdale Street in foreground (indicated)  
Source: Paterson Bros, State Library of Victoria



Figure 12 View north-west from intersection of Bourke and Elizabeth streets, c. 1870s, with entrance to Little Bourke Street indicated  
Source: Charles Nettleton, State Library of Victoria

### 2.3 Nomenclature

The names of many lanes in the precinct reflect historical use, occupants or buildings, and changes in such have resulted in their renaming. While some laneways retain names from as early as the 1850s, other names date from the 1920s. Racing Club Lane, which was named for the nearby Racing Club Hotel in 1894, was known between the c. 1860s and 1894 as Vengeance Lane, an evolution of its original name Vinge Lane.<sup>20</sup> Vinge's Lane in turn had taken its name from an early owner, George Vinge, and became notorious in the late 1840s and early 1850s, with the *Argus* wryly describing it in a crime report as 'that chaste locality.'<sup>21</sup> As with Racing Club Lane, a number of the lanes took their names from adjacent hotels, including Niagara Lane, Bucks Head Lane (later Sutherland Street) and White Hart Lane. Prominent or early owners or businesses which have informed laneway names include Leonard John Flanigan, architect of the Eastern Market, for Flanigan Lane; merchant Benjamin Heape of Heape and Grice, for Heape Court; galvanised iron spout manufacturer Thomas Warburton, for Warburton Lane; and the brush manufacturing business of the Zevenboom family, for Zevenboom Lane.<sup>22</sup> Other laneways appear to reflect their use, such as Builders Alley and Butcher Lane both listed in the 1858 edition of the *Sands & McDougall* south of Bourke Street, but which have since been taken over or subsumed by larger developments.<sup>23</sup> Interestingly, the origins of the laneway name of Guildford, or 'Gilford', appear to be unknown.

## 2.4 Changing use of lanes

It was not until the mid-1880s and into the 1890s that the character of the laneways in this part of Melbourne began to change from residential to more commercial and industrial. This shift saw the construction of warehouses and small-scale manufacturing buildings, which replaced early dwellings. In Wrights Lane, three-storey brick stores were constructed next to a row of brick houses by 1886, with an additional eight, four and five-storey stores built in the street by 1890.<sup>24</sup> Similarly, substantial brick warehouses were constructed in Niagara Lane by this time, used as stores for importers Curzens and Harvey and Abraham Harris.<sup>25</sup> The *Sands & McDougall* directory of 1894 lists a variety of businesses in Wright Lane including stationers, a laundry, wholesale saddlers, printers, wine merchants and fancy leather workers, with saddle manufacturer Thomas Booth and cigar manufacturers Screen & Moss listed in Goldie Place.<sup>26</sup> Rankins Lane, which in the mid-1890s was occupied by a brick warehouse and a 'tin shed', was by 1915 occupied by five brick warehouses, including the bulk store of Blockey and Stone, and a store yard.<sup>27</sup> Other businesses in the laneways included tea merchants, importers, bulk stores, clothing manufacturers, and furniture makers.<sup>28</sup> The *Australasian* newspaper noted in 1917 that city laneways were being transformed from rights-of-way into business thoroughfares.<sup>29</sup> Historian Weston Bate likewise has commented that by the interwar period, there was 'an astonishing mixture of occupations' in the laneways in this part of the city, which operated from the numerous warehouses which had been constructed in the preceding 40 years.<sup>30</sup> Warehouse buildings were also constructed in the little streets, including the four three-storey warehouses at 353-359 Little Bourke Street built for John Donne in the early 1890s.<sup>31</sup>

A comparison of plans of Guildford Lane and Sutherland Street from 1894 and 1923 reveals the extent of change which occurred in the precinct in this period. The 1894 plan (Figure 13) shows small brick residences fronting both streets interspersed with a small number of brick warehouse/factory buildings, and the stone stables building at the corner of Sutherland Street and McLean Alley. By the early 1920s, many of these residential and smaller buildings had been replaced with more substantial warehouses (Figure 14). The rate book entries of 1923 list brick warehouses at nos 15, 16-18, 20-22, 23-27, 28, 30-34, 31 and 33-35 Guildford Street, with only two residences remaining at nos 24 and 26.<sup>32</sup> One of the former buildings is the two-storey brick warehouse at the corner of Guildford and Flanigan lanes (no 34), which was constructed in stages and occupied by the prominent builder Clements Langford, possibly as a store or workshop. The shift which occurred in Guildford Lane is typical of the broader change in land use and occupation of the area, and the construction of buildings of greater scale and footprint, and can be seen on the aerial photograph of 1945 (Figure 15).

The laneway warehouses became increasingly popular with small-scale printers, publishers and stationers from the late nineteenth century, as well as associated businesses including stereotypers, linographers and bookbinders. In 1904, buildings in Wright (Hardware) Lane were occupied by four printers and a bookbinder; McKillop Street included four printers, a stamper and publishers Ward, Lock & Co; with printers also located in both Niagara and Warburton lanes.<sup>33</sup> This pattern continued through the first half of the twentieth century, with businesses associated with printing and publishing in McKillop Street, Goldie Place and Wright (Hardware), Niagara, Rankins and Warburton lanes.<sup>34</sup> These businesses invariably operated from the brick warehouses which were beginning to dominate the laneways, including in Dynon's Buildings in Wright Lane.<sup>35</sup> Indicative of the proliferation of printing and publishing businesses is the relocation of the *Argus* newspaper from Collins Street, opposite the Town Hall, to substantial new premises on the north-west corner of La Trobe and Elizabeth streets, just outside the precinct. This use continued through the twentieth century. Indeed, Kenneth James Pty Ltd, one of the last printeries remaining in the central city, ceased trading from its premises in Goldie Place in 2004.<sup>36</sup>





Figure 13 Detail of MMBW 160':1" plan no 25, 1894, showing a mix of warehouses and residential buildings (with yards) in Guildford Lane and Sutherland Street (indicated)  
Source: Copy held by Lovell Chen



Figure 14 Detail of Mahlstedt fire insurance plan, Section 2, Map 4A, 1923, with buildings in Guildford Lane and Sutherland Street indicated  
Source: State Library of Victoria



Figure 15 Aerial photograph of study area, 1945. Little Collins Street is at bottom; La Trobe Street is at top  
Source: Land Victoria

In 1925 the last horse sale was held at Kirk's Bazaar, with the site subsequently sold and the bazaar building demolished. The business of Kirk's had merged with Adamson, Strettle Pty Ltd, moving to new premises in Sydney Road.<sup>37</sup> The closure of the 'oldest and most widely known horse mart in Melbourne, and possibly the Commonwealth' attracted a level of newspaper attention and nostalgia that a 'relic of early Melbourne' was to be lost.<sup>38</sup> The subdivision of the former bazaar property created an extension of Wrights Lane, with the entire laneway renamed Hardware Lane after Hardware House, constructed at the corner of Little Bourke Street in 1927.<sup>39</sup> More brick warehouses were constructed along the western side of the new thoroughfare, including Cyclone House (nos 17-19) in 1930 and Gibson House (no 23) in 1933, with new retail buildings fronting Little Bourke Street, such as premises for saddle makers Farrants.<sup>40</sup> The Victoria Horse Bazaar, which had operated on Bourke Street adjacent to Kirk's Bazaar from the 1860s, also ceased operation in the 1930s and was replaced with a motor garage, and subsequently a multi-level car park.<sup>41</sup> In a similar vein, in Little Bourke Street, multi-storey warehouses and offices replaced many of the nineteenth century shops and hotels fronting this street through the twentieth century.

From the late twentieth century, the land uses of the laneways, and the occupation patterns of the buildings, began to change again. In the 1980s and 1990s, a number of council and government initiatives were developed to 'reactivate' the city, which was suffering from a decline in population and an oversupply of vacant office and warehouse space.<sup>42</sup> These initiatives included the 1985 City of Melbourne Strategy Plan, which sought to increase the city's population over 15 years; the Grids and Greenery strategy of 1987, which aimed to improve pedestrian use of city streets; and Postcard 3000, which encouraged the conversion of existing buildings for residential purposes.<sup>43</sup> The initiatives included the relaxation of more stringent zoning, to free up uses of buildings. There was also the reform of liquor licensing, which made bar and café liquor licenses cheaper and easier to obtain.<sup>44</sup> A new wave of residents and small businesses returned to the laneways and little streets, moving into converted warehouses and factories, and more recently into modern apartment developments. Bars, cafes, night clubs, galleries and boutique retail outlets also flourished. The streetscape activation of ground floor facades, and the advent of street art also played a part in making the laneways more vibrant and attractive.

Hardware Lane, in particular, was at the forefront of this change. It had long been a popular nightspot with, from the 1970s, restaurants, bistros and clubs moving into buildings which had previously been used for industrial or manufacturing purposes. The laneway was paved in brick in the mid-1980s, unusually for the time in that it prioritised pedestrians over cars. Changes in policy also allowed Campari's Bistro (Figure 16), established in 1967 at 23 Hardware Lane, to place tables outside, making it 'a little bit more like Italy'.<sup>45</sup> Hardware House, at the corner of Hardware Lane and Little Bourke Street, constructed in the 1920s for members of the hardware industry, in the mid-1980s became an exclusive, and popular, nightclub (Hardware Club).<sup>46</sup> Other laneways too, attracted cultural businesses in former manufacturing buildings. Niagara Lane Galleries, for example, was located at 27 Niagara Lane in the period 1979-1983, in a warehouse which had earlier housed an upholsterer and an engineering supply company.<sup>47</sup> Former bulk stores in Rankins Lane were also reused from the late 1970s by artists as studios and gallery space, including by renowned Melbourne artist Mirka Mora (Figure 17).<sup>48</sup> The laneways precinct continues to evolve, but the vibrant mix of uses remains a defining contemporary characteristic.



Figure 16 Sketch of Hardware Lane, with pedestrians, 1985, by Roland Harvey  
Source: *Age*, 1 August 1980, Weekender, p. 1



Figure 17 Artist Mirka Mora in her studio in Rankins Lane, 1980  
Source: *Age*, 15 April 1980, p.18

### 3.1 Description

This section of the citation should be read in conjunction with the attached precinct property schedule.

The following identifies four blocks of the precinct, with a focus on the laneways and little streets, and their associated historic development.<sup>49</sup> Significant and contributory buildings in the precinct date from the 1850s through to the interwar period.

The precinct property schedule identifies the property address, property name (where relevant), previous heritage grading, and whether the property is significant, contributory or non-contributory. It also includes a brief property description, e.g. 'single storey interwar factory'. In addition, the schedule indicates where the rear or side of a property has heritage value in terms of the precinct. This reflects the particular situation in this precinct, where the rear or side of a property can contribute to the heritage value and character of a laneway or little street. It can also occur where the front of a property has been changed or replaced, and has lost its heritage character and value, but the historic rear or side property component to the laneway is retained, and is significant or contributory. In some cases these rear or side elevations have their own entrances, and historically may have accommodated a different use or operation to the front or main building component.

The precinct boundary is not contiguous, and in some cases the laneways stop at little streets or main streets and thoroughfares, before recommencing on the other side. Where the fronts, sides or rears of historic properties are located to both sides of a laneway or street, the precinct boundary generally incorporates the intervening laneway or street. In some cases, the extent of the laneway as included in the precinct retains original or early materials, such as historic bluestone kerbs, channels and flagstones; this is noted in the descriptions below. However, not all the laneways in the precinct retain these historic materials. Where the laneways provide a setting to the properties, again including the property fronts, sides or rears, this has also resulted in their inclusion in the precinct.

Some of the laneways and little streets in the precinct have modern landscaping, in the form of paving, vegetation and street furniture. While this is not of heritage value, it contributes to the contemporary presentation and ambience of the laneways.

### 3.2 Block 1 La Trobe Street to Little Lonsdale Street

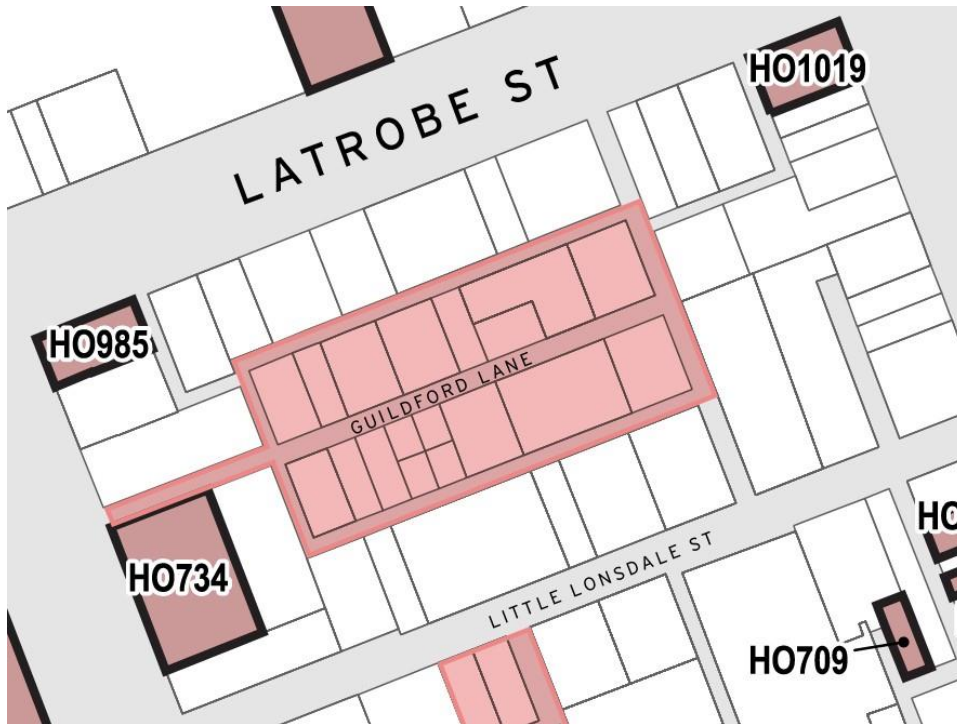


Figure 18 Block 1

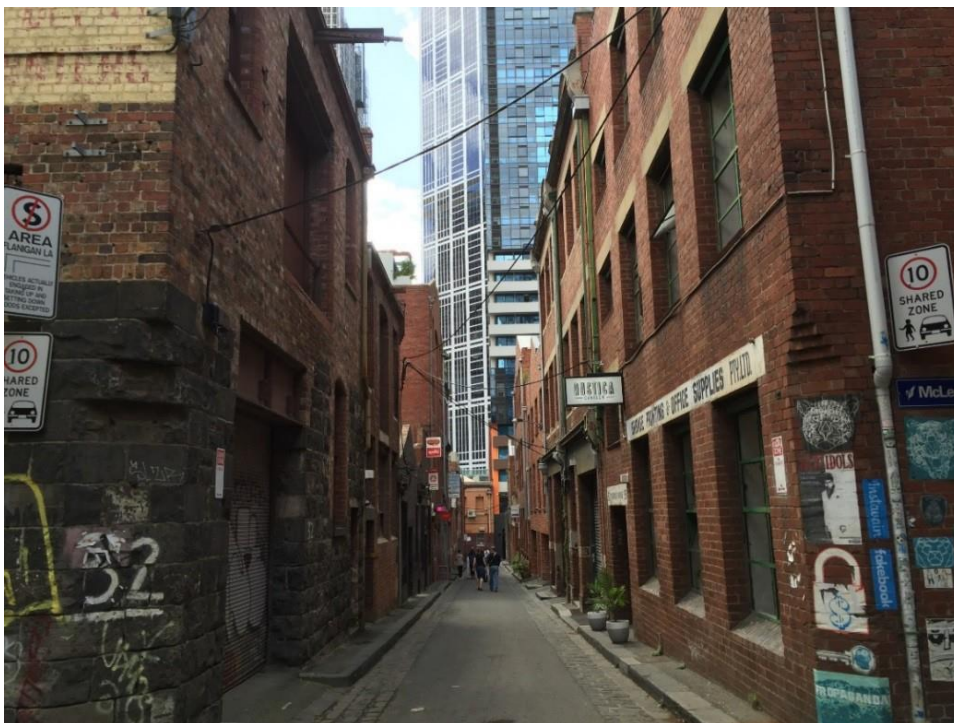


Figure 19 Guildford Lane, looking east

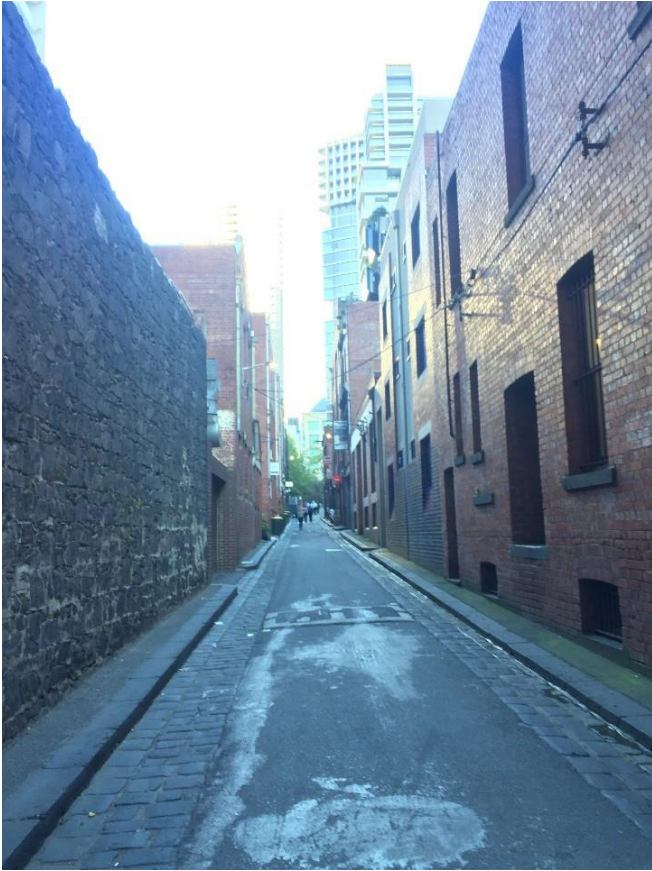


Figure 20 Guildford Lane, looking west

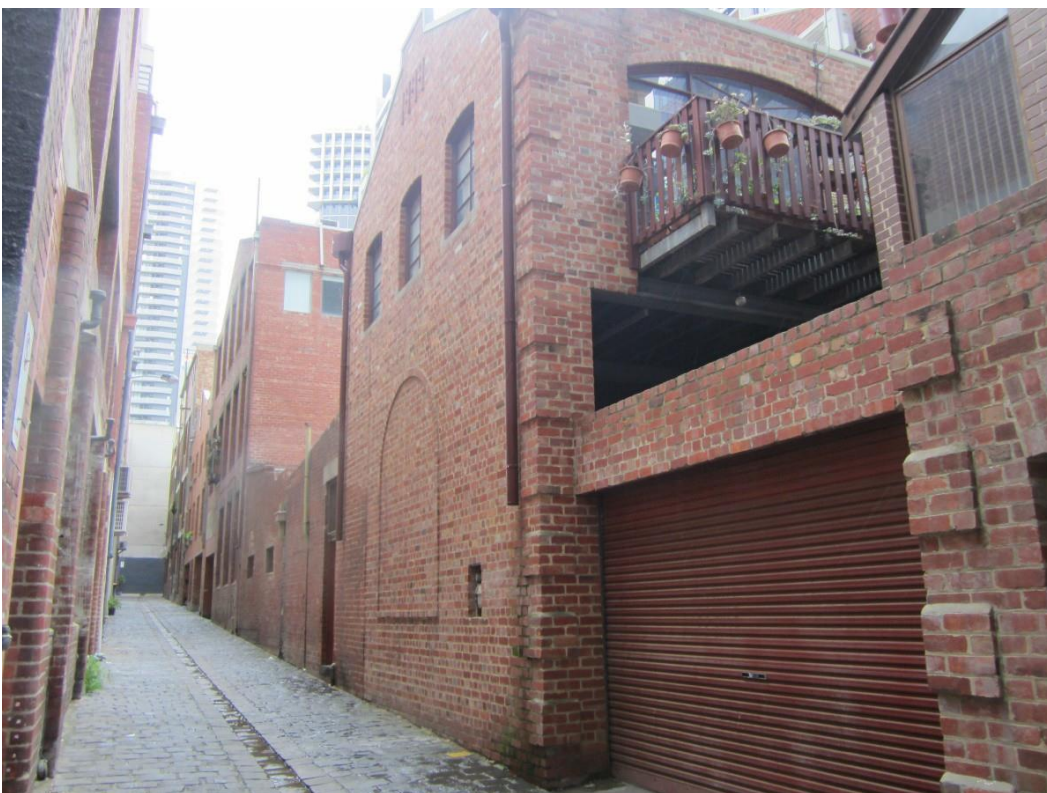


Figure 21 McLean Alley

This is the northernmost block in the precinct, and is notable for a small connected network of narrow streets and lanes to the west of Sutherland Street and comprising properties in Guildford Lane and the narrow access ways of McLean Alley and Flanigan Lane to the property rears. The western entry to the precinct is via Guildford Lane, off Queen Street. Despite intensive modern development to the north and south abutting McLean Alley and Flanigan Lane, areas at the centre of the block retain their original form and much of their early character.

Throughout the mid-late nineteenth century, Guildford Lane formed a residential area. However, its early character was largely overwritten as development occurred through the Edwardian and interwar periods. By c. 1930 it had transformed into a manufacturing and warehousing area. None of the early residences survive. Early twentieth century development in Guildford Lane typically comprised interwar factories, warehouses and workshops. These generally survive. They vary in terms of their scale from modest workshops, such as those included in the group at nos 5-13 Guildford Lane, to very substantial warehouses such as nos 15-21 and 16-24 Guildford Lane.

Unpainted red brick walls are a dominant characteristic. Original timber joinery (doors and windows) also survive, and steel-framed windows including to upper levels. McLean Alley retains original bluestone kerbs, channels and flagstones. Other areas have been paved in bitumen but retain kerbs and channels in bluestone.

There is some evidence of change throughout this block, however, this has typically been executed in a manner that extends the earlier industrial use and does not diminish the character at street level. Where new built form has been introduced, this typically adopts a sympathetic scale and materiality. A non-contributory 1970s residence which forms part of the group at nos 5-13 Guildford Lane; and non-contributory c.1980s apartments at nos 10 and 23-27 (and 24-28 McLean Alley at their rear) provide a considered response to the character of the area.

Regarding the rears of the Guildford Lane buildings to Flanigan Lane and McLean Alley, while these tend to be the backs of the buildings, they generally survive to a high level of intactness and integrity to their original states.

### 3.3 Block 2 Little Lonsdale Street to Lonsdale Street

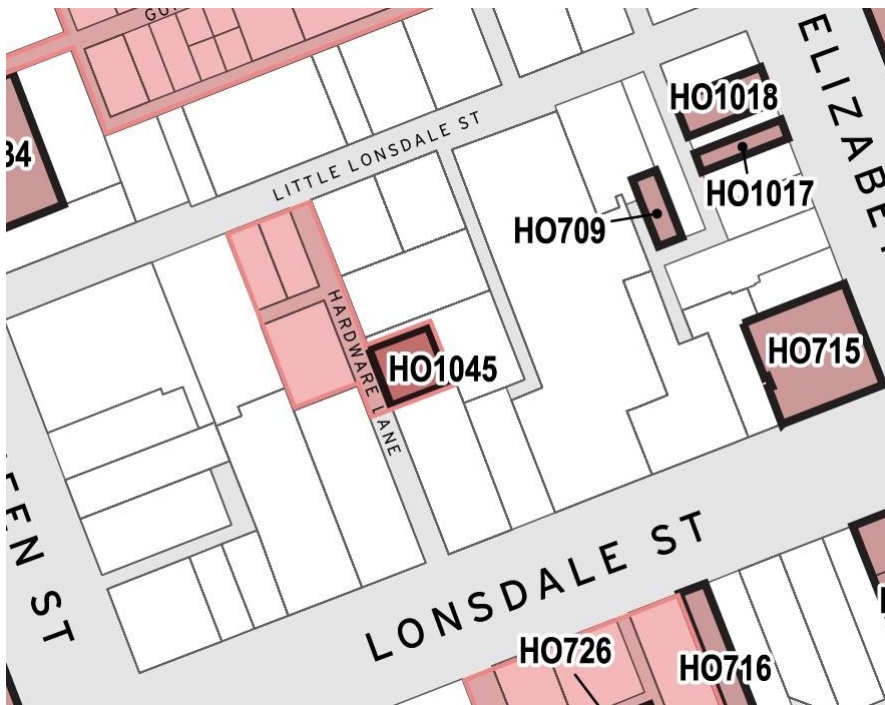


Figure 22 Block 2



Figure 23 Throstle's stores, Hardware Street



Figure 24 Hardware Street



This block is focused on Hardware Street, extending south from Little Lonsdale Street. Extensive development has been undertaken in recent years around the intersection of Hardware Street and Lonsdale Street, outside the precinct boundary. Consequently, the early character of Hardware Street survives mainly at the northern end of the block, as proposed for inclusion in the precinct. This character largely derives from the presence of a group of former factories and warehouses, from a range of periods. This group includes early twentieth century buildings at nos 391 and 395-7 Little Lonsdale Street; three/four-storey factory/warehouse building at nos 115-123 Hardware Street used variously by printers, engravers and stereotypers; and a pair of imposing four-storey Victorian warehouses at no 106 Hardware Street known as Throstle's stores (Figure 23). These were constructed in 1889, possibly to designs by architect, George Wharton and are noted for their rugged materiality incorporating quarry-faced basalt and bi-chrome brickwork. Their four-storey height is uncommon for their narrow frontage and laneway location.

### 3.4 Block 3 Lonsdale Street to Little Bourke Street

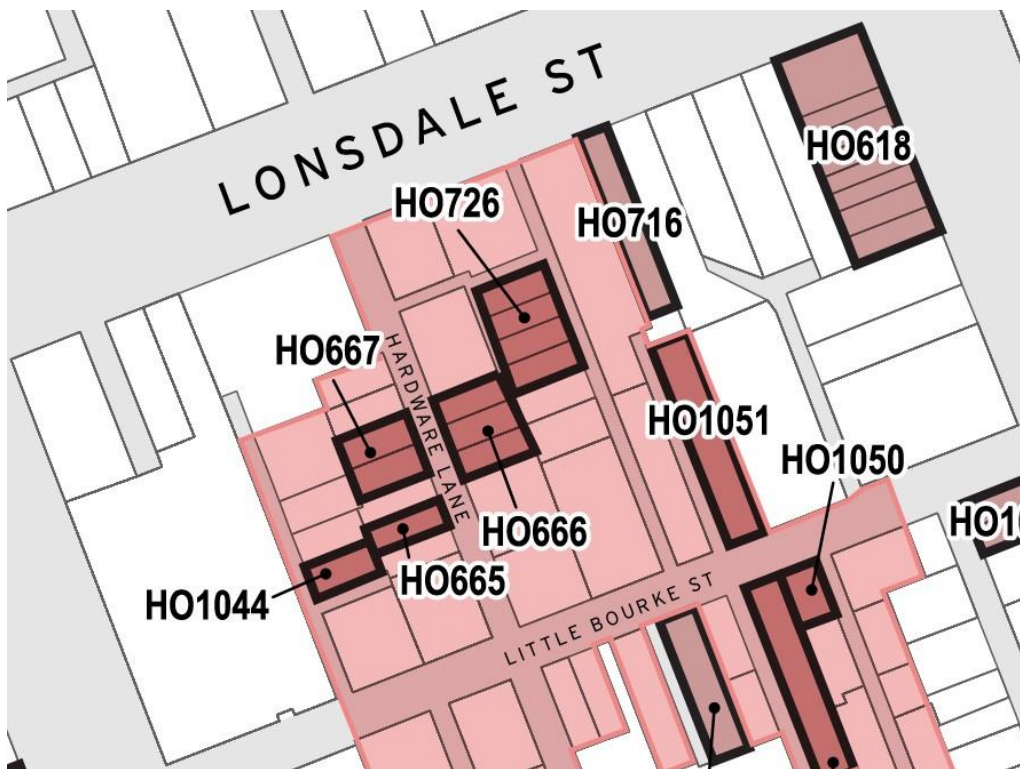


Figure 25 Block 3



Figure 26 Hardware Lane, looking north from Little Bourke Street



Figure 27 Hardware Lane



Figure 28 Goldie Place



Figure 29 Niagara Lane



Figure 30 Warburton Alley

This block is centrally located within the precinct, and is one of the most permeable of the blocks within the group. It includes Hardware Lane, which runs between Lonsdale Street and Little Bourke Street, and beyond (to Block 4). Running parallel and to its east, Niagara Lane also passes through the block from north to south, as does Goldie Place to the west of Hardware Lane, the majority of which is included in the precinct. Warburton Alley forms a cul de sac within the block. Hardware Lane is the widest of the thoroughfares and the most diverse in terms of its built form. On the south side of the block, Little Bourke Street is also included in the precinct, connecting to Block 4 further south.

Hardware Lane assumed much of its current character during Melbourne's boom of the late 1880s. The earliest extant buildings date from this time and include a notable group of warehouses. These include three brick warehouses (later altered and rendered) at nos 53-59 Hardware Lane, which were built as part of a group of five warehouses constructed in 1887-8. They also included a pair of warehouses at nos 4-6 and 8 Goldie Place, all to designs by architect, Alfred Dunn. Nos 63-67 (also known as 63-77) Hardware Lane form a distinctive industrial row in an adapted Romanesque Revival style, being a rare industrial design in the CBD by William Pitt, one of Melbourne's premier nineteenth century architects.<sup>50</sup> On the opposite side of the street, nos 60-66 Hardware Lane are the earliest buildings in the group, dating from c. 1887, and constructed as a row of three, face brick warehouses.<sup>51</sup> Collectively, these Hardware Lane warehouses form a distinctive group within the CBD, and demonstrate the intensity of warehousing activity in the late nineteenth century in this part of Melbourne, together with the involvement of notable architectural practices in their design and construction.

At its southern end, to the intersection with Little Bourke Street, two notable buildings form a gateway to Hardware Lane, namely Hardware House from which the thoroughfare gets its name; and the former Horse Bazaar Hotel. Hardware House (1926) comprises a six storey building in reinforced concrete. The former hotel (c.1860s) has been substantially altered but retains its original form and sufficient early fabric to help illustrate the evolved nature of this part of the precinct. Typically, in the precinct, cross streets take the form of conventional Melbourne thoroughfares. However, Little Bourke Street is a narrower street, resulting in more density than is found elsewhere. This is particularly true at corner

sites fronting Little Bourke Street where taller built form combines with long sideages to reinforce this character and that of the laneways.

Modern brick paving dates from the 1980s. While the fabric per se is not of significance, it serves to demonstrate Council's efforts at this time to make the laneway attractive by prioritising pedestrians, at the start of the rejuvenation of Melbourne's laneways.

Niagara Lane is notable for its narrow width and the height and sheer walls of its built form. These factors combine to produce a heavily-overshadowed, canyon-like environment. Key buildings include a group of four, three-storey warehouses at nos 25-31 built in 1887 to designs by architect George De Lacy Evans. These are reasonably similar to other boom era warehouses in the precinct but are executed with architectural distinction. Across the lane the retail premises at no 377 Lonsdale Street and the warehouse to its rear at nos 28-38 Niagara Lane were built in 1888-9 for Edward Keep & Co., hardware makers and ironmongers. Twentyman & Askew were architects of the original design although the premises were rebuilt after a fire in 1899. Other buildings are typically of interwar origin but nonetheless, reinforce the scale and red brick character the lane. The narrow laneway also retains original bluestone kerbs, channels and flagstones, and is one of a number that incorporate heavy concrete buffers along its length to minimise damage from side impacts of passing vehicles.

The character of Warburton Alley derives from the four-storey sideages to buildings at nos 362-4 and no 370 Little Bourke Street and the rear elevation of nos 28-38 Niagara Lane. The alley is substantially intact to its early state. As with Niagara Lane, Warburton Alley retains heavy concrete buffers along the west side to minimise damage from impacts of passing vehicles.

The form of Goldie Place at its north end (outside the block) has been substantially altered as part of recent works at no 200 Queen Street. However, within the precinct block, a small group of buildings survive here, as reflective of the early arrangement. These comprise a pair of Victorian warehouses at nos 4-6 and 8 Goldie Place and twentieth century factories and warehouses at nos 10-20 which combine to form an intact remnant of the interwar appearance of the lane. The latter also extends through to Little Bourke Street, marking the western boundary of the precinct in this area.

### 3.5 Block 4 Little Bourke Street to Bourke Street

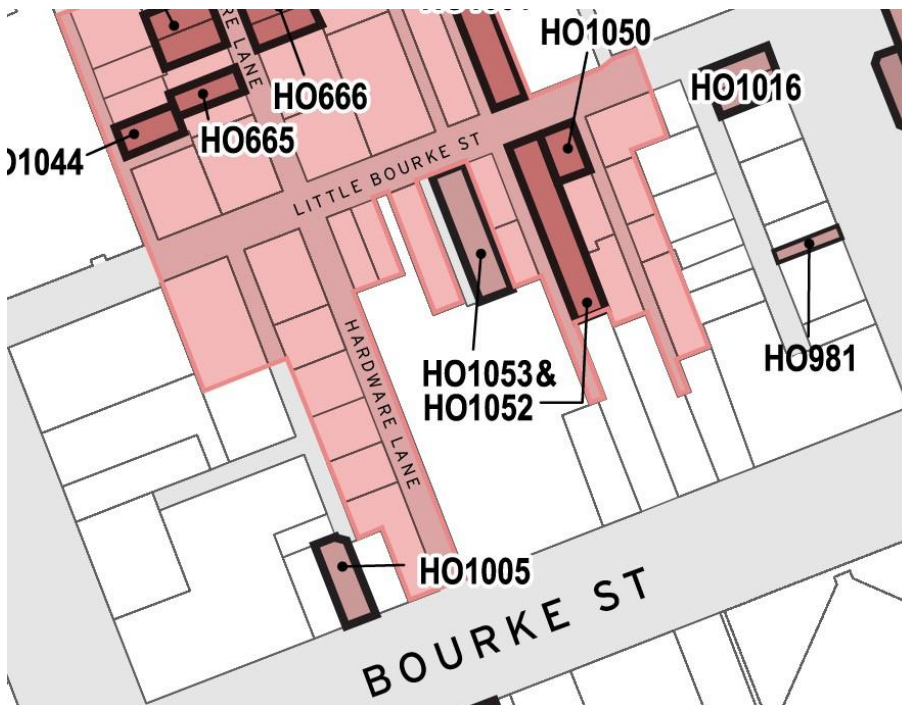


Figure 31 Block 4



Figure 32 Rankins Lane

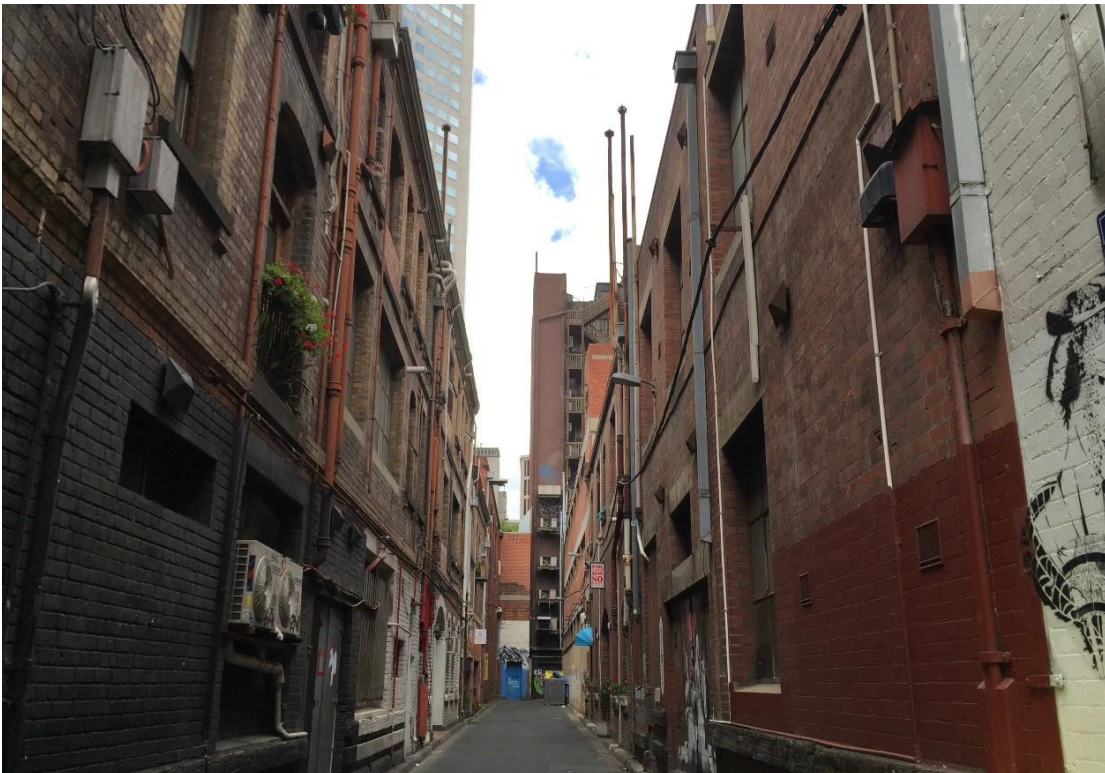


Figure 33 Warburton Lane

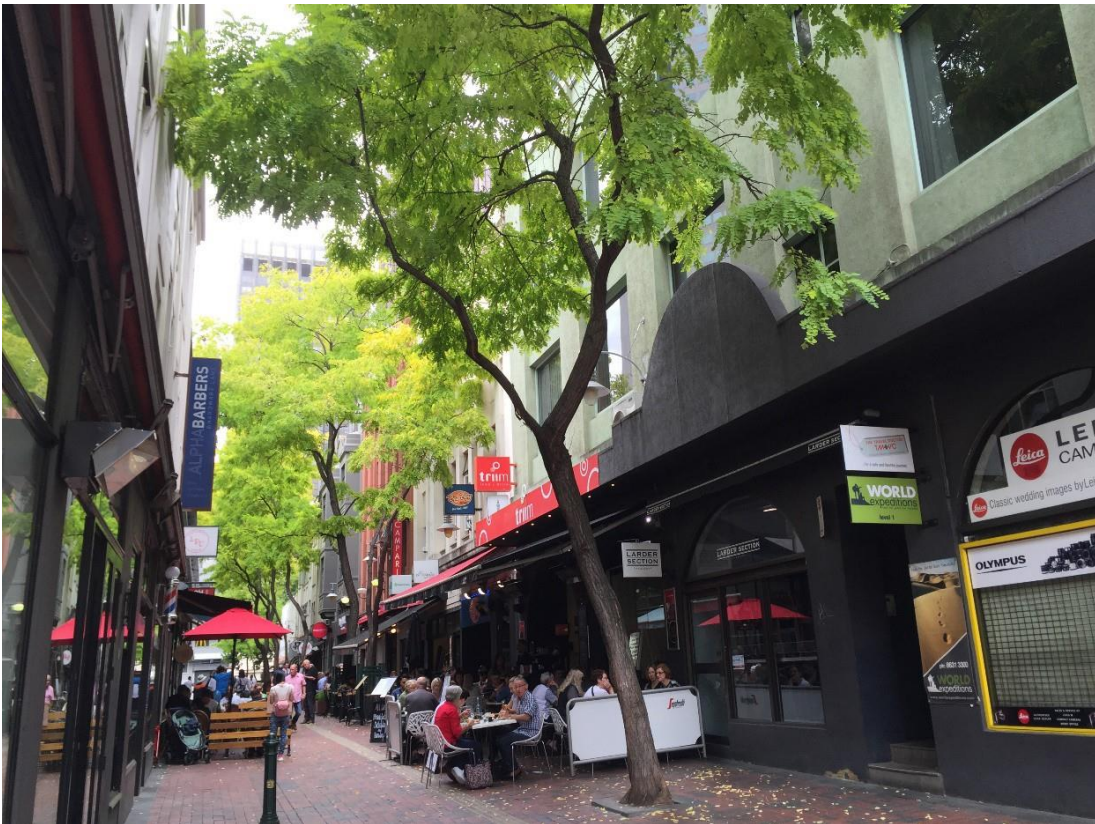


Figure 34 Hardware Lane

This is the southernmost block in the precinct, and extends from Little Bourke to Bourke streets. It includes the southern sections of Hardware Lane and Warburton Alley (here known as Warburton Lane), together with Rankins Lane and the north part of Kirks Lane. This section of Hardware Lane was created in the 1920s following the closure of Kirk's Horse Bazaar, and retains intact early character to its western side, albeit more in the form of offices/commercial buildings rather than the warehouses. This part of Hardware Lane is also paved in brick, again part of Council's rejuvenation of laneways in the 1980s.

Rankins Lane comprises a long close-ended lane which retains a largely intact group of factories and warehouses predominantly dating from the interwar period. The buildings form an intact group in red brick and render which illustrate the development and activity in this section of the CBD between the wars. Modern interventions including changes at ground floor level to facilitate alternative uses and new built form in the southern section of the lane (outside the precinct) have not substantially affected the character or legibility of the lane. Some original or early painted signage also survives. To Little Bourke Street, the three-storey overpainted brick shops and warehouses at nos 353-359 Little Bourke Street were built in the early 1890s, and incorporate mid-twentieth century shopfronts.

Warburton Lane retains a collection of mainly Victorian buildings, including a three-storey Victorian factory and warehouse at nos 365-7 Little Bourke Street. Both this building and 369 Little Bourke Street incorporate timber buffers to their laneway elevations. The early scale, red brick materiality and the interwar appearance of the lane remains legible.

Buildings of note in the block include Cyclone House constructed for the Cyclone Fence and Gate Co. in 1930; Farrant's Building, constructed in 1926 for saddle manufacturer Farrant's at the intersection of Hardware Lane and Little Bourke Street; and the large red brick warehouse of saddlery merchants and ironmongers William Day and Sons, at the intersection of Little Bourke Street and Kirks Lane, constructed in part in 1911 and later extended.

### 3.6 Significant properties

The following are properties of individual significance in the Guildford and Hardware Laneways Precinct, which do not currently have an individual Heritage Overlay control. They have been assessed and identified as significant during the course of this precinct study, and are identified as significant in the attached precinct property schedule. Those properties within the precinct which currently have an individual Heritage Overlay control are also identified in the property schedule. They are not described in detail below, but are in their separate individual property citations.

#### 3.6.1 32-32 Guildford Lane

This property is at 32-34 Guildford Lane, Melbourne. It was previously ungraded.

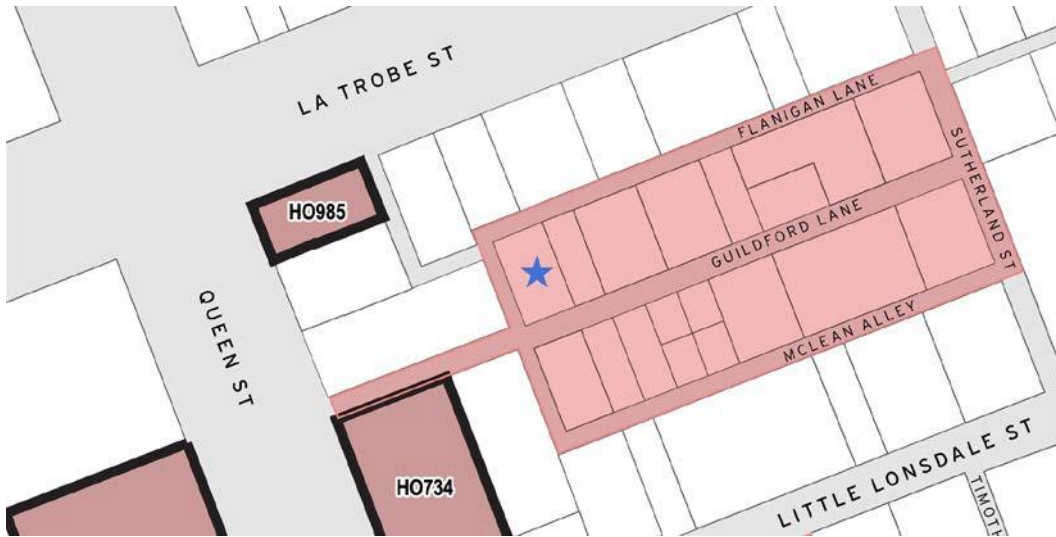


Figure 35 Location of 32-34 Guildford Lane, Melbourne indicated by blue star



Figure 36 32 Guildford Lane



## *What is Significant?*

### **History**

The 1894 MMBW detail plan no 1017 shows this corner site as being no 44 Guildford Lane, and occupied by a small brick building, described as a brick house occupied by James Marsh in the 1896 municipal rate books.<sup>52</sup> Within ten years, this building had been demolished, and the rate books record the then unnumbered property as 'land'.<sup>53</sup> In 1908, a permit was obtained by prominent builder Clements Langford for the construction of a 'stone factory' at the site.<sup>54</sup> Langford was the builder of a number of significant buildings in Melbourne, including the former Gollin & Company Building in Bourke Street, of 1902; the former E S & A Bank in Swanston Street, of 1928; and the final stages of St Patricks Cathedral, including the towers and spire, in 1926-33.<sup>55</sup>

The 1910 municipal rate books list this stone factory building, with Langford also the owner of the brick house at no 30 and the occupier of the stone house at no 33.<sup>56</sup> Both properties at nos 30 and 32 were valued at a NAV of £16.<sup>57</sup> In 1915, the property was described as a brick workshop and store at no 30-34 Guildford Lane, valued at NAV of £20.<sup>58</sup> Five years later, the brick workshop was valued at a NAV of £100, indicating that improvements had been undertaken at the site.<sup>59</sup> These works likely include the construction of the brick second level to what appears to have been a single-storey stone building. Although Langford is listed as the owner and occupier of the building in 1920, by 1924, electrical engineers Nilsen Cromie were at the site.<sup>60</sup>

### **Description**

The two building programmes – 1908 construction and c.1920 second floor addition - remain legible in the factory building. The ground floor façade and lower sections of the side and rear elevations to Flanigans Lane, survive from the original construction. These are of random dressed bluestone laid in courses. An original ground floor window to Guildford Lane, incorporating red brick quoins and segmental-arched head windows, also survives. The adjacent entry has been altered, largely through the introduction of a deep steel lintel to support the upper level. Bluestone walls to the corner of Guildford and Flanigan Lanes incorporate a canted corner with a corbel detail above, intended to reduce the damage from vehicle impacts. Above these original elements, face brick walls in English bond were constructed in c.1920. Early features, including upper level windows and landing doors to Guildford Lane, survive. Windows from the second programme of works also survive along the Flanigan Lane elevation. Segmental-arched ground floor windows, retain c.1920 cast iron bars and joinery over bluestone sills from 1908. Windows to the upper level addition are similar but incorporate brick sills. The upper level of the side elevation has been painted and some early signage survives but the building is largely intact and legible to its c.1920 state.

### *How is it Significant?*

No 32 Guildford Lane is of local historical and aesthetic/architectural significance.

### *Why is it Significant?*

The building is historically significant for its association with prominent builder Clements Langford. He constructed the building in 1908 as a factory, undertook later improvements, and owned it and an adjoining property until at least 1920. This was in the period when Langford was a sought-after Melbourne builder, and it is assumed that the subject building supported his construction activities, as a workshop or store. Aesthetically, while the building has been modified and extended, albeit at an early period, it is a robust and prominent corner building in the precinct, marking the western entry to the historic part of Guildford Lane. Its corner position is emphasised by the chamfered detail to the stonework at ground floor level in the south-west corner of the building. The *ad hoc* combination of materials and details, including the unusual coming together of face stonework and brick walling is another distinguishing feature of the building. The resulting character and architectural expression is evolved, rather than designed, but nevertheless has resulted in a distinctive building in the precinct.

3.6.2 Bucks Head Hotel stables, 15 Sutherland Street

This property is known as the (former) Bucks Head Hotel stables, at 15 Sutherland Street, Melbourne. It was previously graded E.



Figure 37 Location of 15-21 Sutherland Street indicated by bluestar



Figure 38 Former Bucks Head Hotel stables, 15 Sutherland Street



Figure 39 Subject building, south-west corner, with McLean Alley at left

### *What is Significant?*

#### **History**

The bluestone walled building at 15 Sutherland Street is a remnant of the former Bucks Head Hotel stables, constructed in c. 1853. The Bucks Head Hotel was established in Little Lonsdale Street in 1848. Eventually the evolved hotel complex spanned McLean Alley to the north of the hotel, and remained a linked site with the stables until the 1950s.

The 'new and spacious hotel' was opened by Roderick McKenzie, and attached to the premises were most 'most excellent stables and bullock yards'.<sup>61</sup> In 1851, William Lamont placed advertisements in the *Argus* newspaper to inform that he had 'rented the stables at the rear of the Buck's Head Hotel' for operation as livery stables (not the current building). Lamont emphasised that 'the attention paid to and the accommodation provided [for] horses will be first-rate'.<sup>62</sup> Livery stables were commercial enterprises; horse owners paid to accommodate their horses on a short or long term basis. The form of Lamont's livery stables is unknown, but it appears that the venture was successful enough to enable construction of a more substantial bluestone structure.

By 1852, the hotel was under the management of John McLean, after whom McLean Alley is named.<sup>63</sup> In February 1853, McLean gave notice to the City of Melbourne of his intention to build public stables at the rear of the Bucks Head Hotel, near Little Lonsdale Street.<sup>64</sup> The Bibbs plan of 1857 (Figure 40) shows the layout of the stables, with the chamfered corner entry at the site's south-east corner. The stables building and rear of the hotel can also be seen in a c. 1860 photograph by Charles Nettleton (Figure 41), with a high bluestone wall and ridged hipped roof visible. The 1861 municipal rate books describe the hotel complex as comprising 'bar, cellar, 15 rooms, shed [and] stables.'<sup>65</sup> It appears the stables were not always used for livery purposes, and their operation as such likely depended on demand by hotel patrons. An auction notice for the hotel in 1872 noted the rear yard with its 'stabling, outhouses', and the 'valuable property at the rear ... with substantial bluestone buildings thereon, which might be adopted for storey or factory.'<sup>66</sup> A subsequent sale notice of 1881 described this rear building

as a 'brick and stone store, of three flats well and substantially built. Also stabling for 15 horses.'<sup>67</sup> It is unclear if alterations had been made to the building between 1872 and 1881, although the inclusion of brick and 'three flats' in the description indicates some change.

The 1894 MMBW detail plan identifies that the building was still a stable (denoted by an 'S'), and also shows that it included loft spaces (Figure 42). The 1901 *Sands & McDougall directory* listing for Sutherland Street identifies William Gunn as occupying livery stables.<sup>68</sup> Gunn operated the stables until c. 1905, when the building was taken over by ironmongers and merchants, John Cooper & Sons, as a store and stable.<sup>69</sup> The hotel lost its license in 1913, during the period of the Licences Reduction Board (1900s-1910s).<sup>70</sup> In the 1930s, a number of newspaper articles identified the bluestone building as an early stables, sometimes erroneously associating it with Cobb & Co. coaches. A somewhat nostalgic article in the *Argus* of 1934 described the building:

Across the lane at the back of the house [hotel] is a small stable ... still fitted with the original wood horse stalls, hay loft and iron rings in the wall for tethering horses. In spite of its modern use as a motor spraying shop it is one of the quaintest pieces of early Melbourne ...<sup>71</sup>

The hotel complex was put up for sale in 1951, and the hotel was demolished and replaced with a car park.<sup>72</sup> The former livery stables survived and are now used as a site office.

### **Description**

The former Bucks Head Hotel stables survive as a bluestone-walled volume with elevations to Sutherland Street, Guildford Lane and McLean Alley. Externally, the building is substantially intact to its c. 1853 state, with internal elements such as stabling and haylofts (evident in Figure 42) apparently removed and replaced with modern fabric. Original external walls survive and are largely comprised of random undressed bluestone. Some dressed stone has been used to create a canted corner at the intersection of Guildford Lane and Sutherland Street and the principle entry at the intersection of McLean Alley and Sutherland Street, although the masonry work is generally executed in a simple and unrefined manner. Some modest changes to the exterior have been undertaken, notably, the introduction of a wide window to the McLean Alley elevation and a more modest window to Sutherland Street. However, these changes have had little impact on the blunt and somewhat primitive expression of the building. Its original role as a rudimentary, walled compound of an unusually early construction date in the CBD remains legible.

#### *How is it Significant?*

The former Bucks Head Hotel livery stables at 15 Sutherland Street is of historical and aesthetic/architectural significance to the State of Victoria.

#### *Why is it Significant?*

The building is historically significant as a rare surviving mid-nineteenth century livery stables in the central city, with a construction date of 1853. It is the earliest building identified in the Guildford and Hardware Laneways Precinct,<sup>73</sup> and an early surviving building in the CBD context. It was associated with the 1848 Bucks Head Hotel, which operated until 1913, and as such is a reminder of early commercial development in the city. It is also demonstrative of the significance of stables operations, including the commercial enterprise associated with livery stables. Unusually, the building's importance as a 'piece' of old Melbourne was recognised in a 1934 newspaper article. Aesthetically, while a structure of simple cubic massing and monolithic appearance, it is nevertheless a robust building with a strong corner form to Guildford Lane and Sutherland Street, and a chamfered corner to Sutherland Street and McLean Alley. Its high bluestone walls make a significant contribution to the character of the adjacent laneways. The chamfered corner to the south-east of the building is also original, and denotes the entrance to the original pitched central yard. The entrance was in turn strategically located across the alley from the Bucks Head Hotel. Despite some alterations, notably the introduction of modern glazing, the building is remarkably externally intact to its original mid-1850s form.



Figure 40 Bibbs plan of 1857, showing Bucks Head Hotel and stables (indicated). Little Lonsdale Street is at the bottom of the image  
Source: copy held by Lovell Chen, from State Library of Victoria

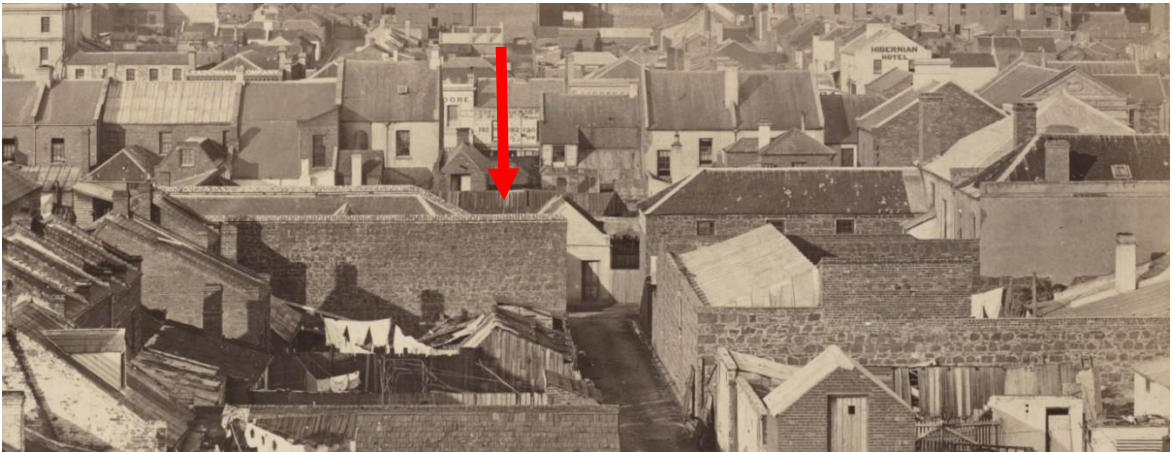


Figure 41 View east from Queen Street, c.1860, with McLean Alley in centre and the stables building indicated; the Bucks Head Hotel is across the alley to the right  
Source: H2497, Charles Nettleton, State Library of Victoria

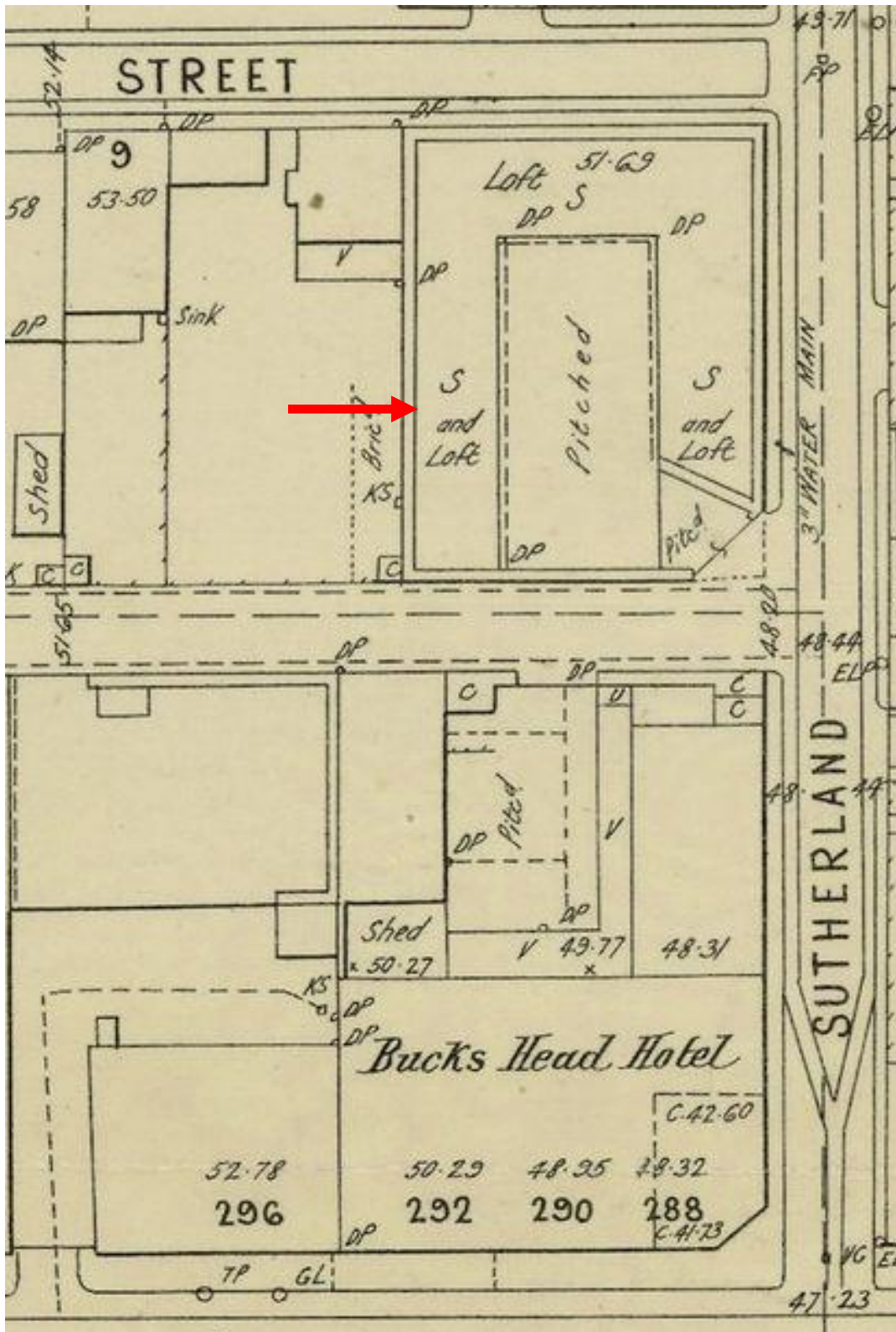


Figure 42 MMBW detail plan 1017, 1894, with Bucks Head Hotel at bottom and the stables to the north (indicated); note the central pitched yard and the U-shaped stables and loft building  
Source: State Library of Victoria

3.6.3 Hardware House, 386-392 Little Bourke Street

This property is known as Hardware House, at 386-392 Little Bourke Street, Melbourne. It was previously graded C.

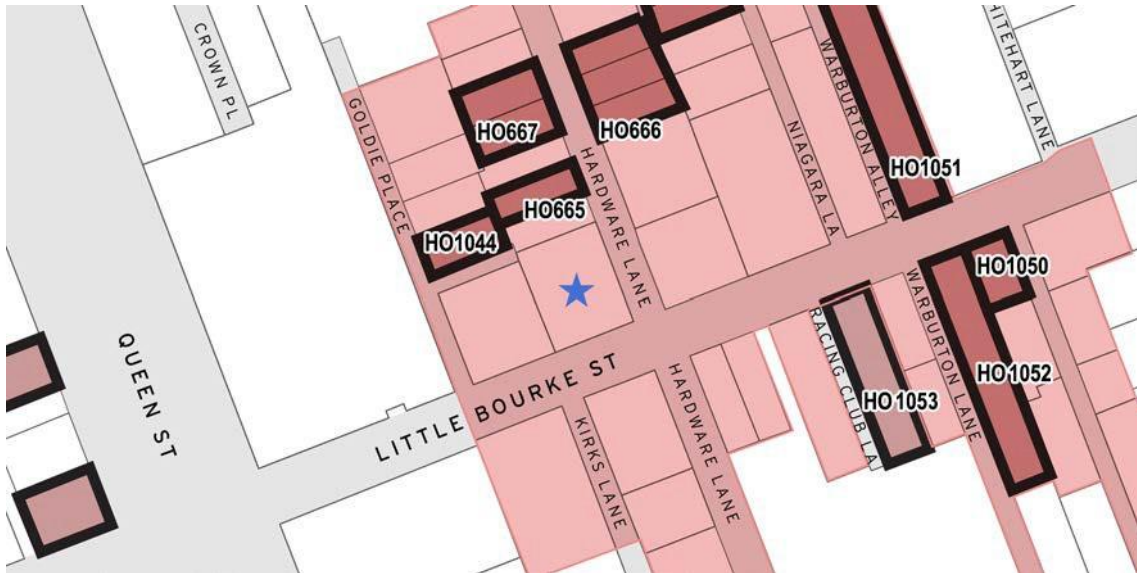


Figure 43 Location of Hardware House, 386-392 Little Bourke Street indicated by blue star



Figure 44 Hardware House



Figure 45 Ground floor façade, Hardware House

### *What is Significant?*

#### **History**

In August 1924, the Hardware Club purchased the site of the Governor Arthur Hotel at 386-392 Little Bourke Street for £17,750. The hotel had been unlicensed since 1916.<sup>74</sup> The Hardware Club was originally formed in the mid-1890s as a social club for members of the hardware trade. Within a year it had 148 members, and within ten years, it boasted over 1,000 members.<sup>75</sup>

The new club premises, known as Hardware House, was designed by architect J V Ward and constructed by the Concrete Building Company. During excavations of the site, the adjoining building at 394 Little Bourke Street collapsed. The resulting demolition of what was known as Endicott's Building saw textile workers in the adjoining White's knitting and white work factory in Goldie Place temporarily out of work due to the risk of brick walls collapsing on the warehouse.<sup>76</sup> The new club building was opened in October 1926 at a ceremony performed by the Lord Mayor, Sir William Brunton, a member of the Hardware Club. The six-storied Hardware House comprised 'dining, card and reading rooms, bathrooms, billiard room, library, lounge and a suite of offices', with 'sample rooms' on the sixth floor for use by members.<sup>77</sup> In the mid-1980s, Hardware House became an exclusive and popular nightclub named, somewhat ironically, the Hardware Club.

Hardware Lane took its name from Hardware House. The lane was created as an extension of Wrights Lane, following subdivision of the former Kirks Horse Bazaar property.<sup>78</sup> Hardware Lane was also at the forefront of contemporary laneway renewal in the central city, being a popular nightspot from the 1970s, with restaurants, bistros and clubs moving into its buildings.

#### **Description**

Hardware House occupies a prominent corner in the precinct. Externally, the reinforced concrete<sup>79</sup> building adopts a straightforward multi-storey composition with glazed shopfronts at ground floor level and five more massive floors above, capped by an overhanging bracketed cornice. The ground floor retains the broad form of its two original shopfronts with original leadlight glazing to highlight windows.



Lower lights have been altered. The corner to the intersection is notable for a decorative canted corner and corbelled first floor designed to reduce vehicle impacts. The upper floors are largely without ornament, apart from rendered signage spelling 'Hardware House' to the Little Bourke Street façade accompanied by simple circular decorative devices to pilasters along to both frontages. Window joinery to the upper levels has been altered although the original pattern of fenestration and the broad character of the building survives. An additional level has been added to the building in the relatively recent past.

*How is it Significant?*

Hardware House at 386-392 Little Bourke Street is of local historical and aesthetic/architectural significance.

*Why is it Significant?*

The building, which dates from 1926, is historically significant as a purpose-built former club house associated with members of the hardware trade. Its scale is demonstrative of the importance of hardware traders to the City of Melbourne. Hardware House, together with Farrant's Building across Little Bourke Street, also illustrates the redevelopment of this area of the precinct after the closure of Kirk's Horse Bazaar, and is significant for bestowing its name on the adjacent Hardware Lane, an early and popular example of laneway renewal in central Melbourne. Aesthetically, the building is a large and prominent corner building in the precinct; it is also substantially externally intact. While a simple but well-resolved design, it provides evidence of the widespread adoption of concrete as the material of choice for multi-storey buildings during the interwar period. The ground floor façade retains original leaded highlight windows to the shopfronts, and a chamfered corner entrance.

**3.6.4** *Farrant's Building, 387 Little Bourke Street*

This property is known as Farrant's Building, at 387 Little Bourke Street, Melbourne. It was previously graded C.

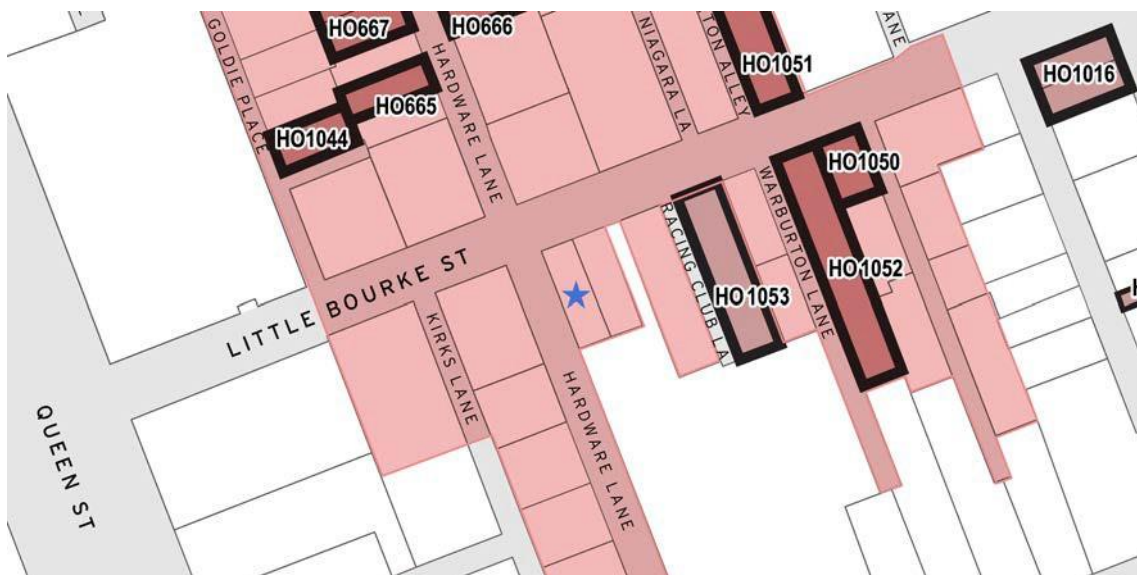


Figure 46 Location of Farrant's Building, 387 Little Bourke Street indicated by blue star



Figure 47 Farrant's Building

### *What is Significant?*

#### **History**

Farrant's Building was constructed in 1926 for saddle manufacturer Farrant's, a firm which had been in operation since the late 1880s.<sup>80</sup> The building was constructed after the closure and demolition of Kirks Horse Bazaar, although the company had occupied a small shop on the site from the mid-1890s.<sup>81</sup> The business was one of many selling horse-related products and providing horse-related services, which were associated with this area of Melbourne and its proximity to the horse bazaars. The company advertised that it sold 'riding saddles, bridles, harness [and] collars', with 'no factory made goods' (Figure 48).<sup>82</sup>

With the subdivision and sale of land after the closure of the horse bazaar in 1925-1926, Farrant's applied to the City of Melbourne to construct a three-storey building at the Little Bourke Street site, to the corner of Hardware Lane, to a value of £3,700.<sup>83</sup> The building incorporated two ground floor shops fronting the newly created extension to Hardware Lane. Farrant's remained at the site at least until the early 1950s, although parts of the building were variously occupied by other businesses including a leather goods merchant, manufacturers' agents and embroiders.<sup>84</sup>

#### **Description**

Constructed in 1926, the three-storey Farrant's Building comprises three-storey retail and manufacturing premises. Presumed to be of masonry construction, it is rendered to produce an understated interwar classical expression with corners realised as stylised columns rising to abstracted capitals below a shallow parapet and triangular pediment. The name, Farrant's Building, is in realised

rendered lettering at second floor level. At ground floor level, the forms of a canted corner entry (with the upper storeys forming a short cantilever) and of early shopfronts survive. However, original window joinery has typically been lost at ground floor level. At the upper levels, original window arrangements survive throughout and incorporate unusual and decorative arrangements of fixed and casement windows providing light and air to the manufacturing spaces. Despite alterations at ground floor level and overpainting more broadly, the form and character of Farrant's Building survives.

*How is it Significant?*

Farrant's Building at 387 Little Bourke Street, was constructed in 1926 for saddle manufacturer Farrant's, and is of local historical and aesthetic/architectural significance.

*Why is it Significant?*

The building is historically significant for its association with the commercial horse-related products and services businesses which were concentrated in this area of the precinct. These businesses evolved in connection with the local horse bazaars, particularly in the nineteenth century. Unusually, Farrant's opted to construct this building towards the end of that period, and subsequently maintained their operation into the 1950s. Together with Hardware House across Little Bourke Street, Farrant's Building also illustrates the redevelopment of this area of the precinct after the closure of Kirk's Horse Bazaar. Aesthetically, the building is a substantially externally intact and well-resolved corner commercial building. Its large original windows to the upper levels, with unusual and decorative arrangements of fixed and casement windows, were designed to provide light and air into the original manufacturing spaces. While it has an understated interwar classical expression, details of note include corners realised as stylised columns rising to abstracted capitals below a shallow parapet and triangular pediment, the rendering of the name 'Farrant's Building' at second floor level, and the canted corner entry.

Figure 48 Advertisement for Farrant's, 387 Little Bourke Street, Melbourne, 1928  
Source: *Weekly Times*, 15 September 1928, p. 90

3.6.5 Cyclone House, 17-19 Hardware Lane

This property is known as Cyclone House, at 17-19 Hardware Lane, Melbourne. It was previously graded C.

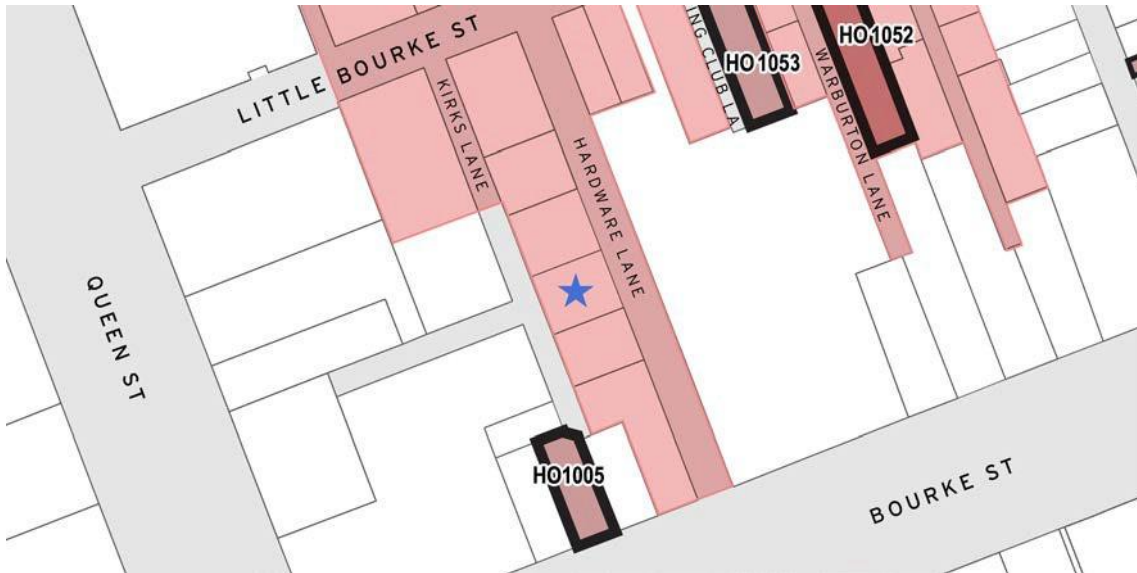


Figure 49 Location of Cyclone House, 17-19 Hardware Lane indicated by blue star



Figure 50 Cyclone House

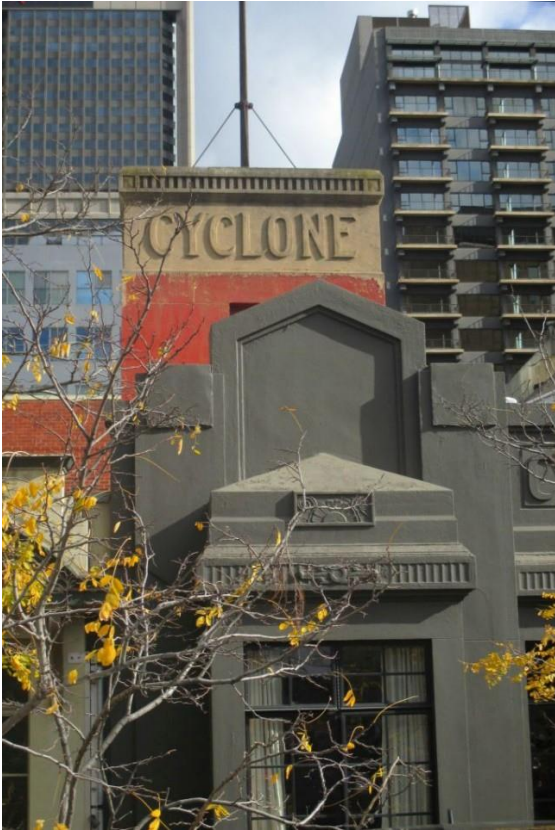


Figure 51 Triangular pediments at parapet level of Cyclone House with water tower visible at rear (photograph taken from elevated position opposite).

### *What is Significant?*

#### **History**

Cyclone House was constructed for the Cyclone Fence and Gate Co. in 1930 after the sale and subdivision of the former Kirk's Bazaar land and creation of the extension of Hardware Lane in the mid-1920s. The company relocated to the new offices and showrooms, along with Chambers and Bennetts.<sup>85</sup> The Cyclone Woven Wire Fence Company was established in 1898 by Leonard Tasman Chambers and William Eastwood Thompson, who had obtained the rights to manufacture American 'cyclone' fencing. In addition to manufacturing the American designs, the company also designed products for Australian customers. Such was the growth of the company, that by the 1920s it had established factories in Melbourne, Adelaide, Sydney and Perth. The company was known for woven wire and wrought iron gates, which became common in Australian suburbs in the mid-twentieth century.<sup>86</sup>

The company's occupation of its building, however, was short-lived, with the company putting it up for auction in 1935.<sup>87</sup> It appears that the building was not sold at this time, but the Australian Broadcasting Corporation (ABC) took up a lease for part of the building for use as temporary studios 'for the broadcasting of plays and other entertainments.'<sup>88</sup> Cyclone House was again put up for sale in 1946, and was described in the auction notice as 'a modern, three-storey reinforced concrete office building'.<sup>89</sup> The building sold for £11,000. The ABC continued to occupy Cyclone House into the 1970s, and the building housed its concert and production departments.<sup>90</sup>

#### **Description**

Cyclone House is a formal three-storey building which is remarkably intact to its 1930 state, and combines a range of, occasionally diverse, features into a single, substantial whole. The building has a

symmetrical, rendered façade, flanked by jettied bays rising through the upper levels to produce a tripartite expression. Each bay is capped by a stylised triangular pediment rising above a simple parapet. The name 'Cyclone House' is realised in rendered lettering to the parapet. Windows are largely original and multi-paned, with decorative panels to spandrels incorporating novel geometric devices. At its roof level, the building retains an early water tower, again featuring the 'Cyclone' name, and flagpole which would have formed a local landmark prior to taller and more intensive development east of Elizabeth Street during the later twentieth century. Overall, it displays an unusual composition with understated references to Scottish Baronial and Collegiate Gothic forms, overlaid with an applique of classical and Moderne motifs.

*How is it Significant?*

Cyclone House, constructed in 1930 at 17-19 Hardware Lane, is of local historical and aesthetic/architectural significance.

*Why is it Significant?*

The building is significant for its initial association with the highly successful Cyclone Fence and Gate Co, which had been established in 1898. The company produced the much sought after 'cyclone' wire fencing, a product which had been invented in America. The Cyclone Fence and Gate Co also manufactured the then popular woven wire and wrought iron gates. Despite its success, the company did not occupy the building for long, with the Australian Broadcasting Commission moving into the premises in the pre-WWII period and maintaining its association until the 1970s. Aesthetically, the scale and quality of the building is testament to the then success of the Cyclone Fence and Gate Co. It has an unusual architectural expression, with a composition drawing from a range of sources, including English, classical and Moderne antecedents. The building is also highly intact externally, and unusually retains an early named water tower at roof level.

3.6.6 Former Day & Sons warehouse, 401-405 Little Bourke Street

This property is known as the former Day & Sons warehouse, at 401-405 Little Bourke Street, Melbourne. It was previously graded D.

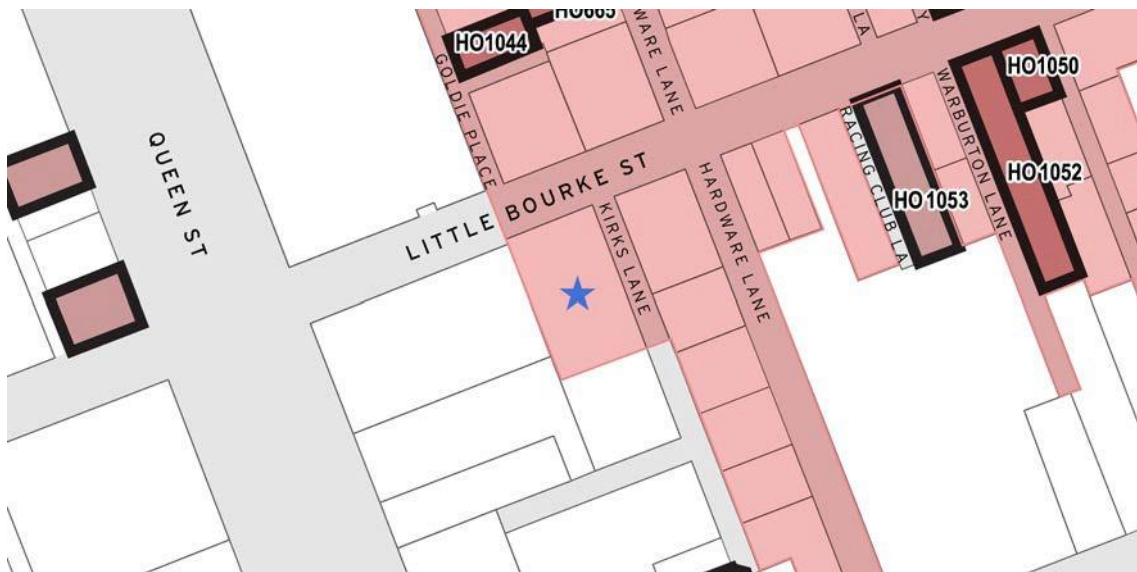


Figure 52 Location of former Day & Sons warehouse, 401-405 Little Bourke Street, indicated by blue star



Figure 53 Subject building, looking west



Figure 54 Subject building, looking east

## What is Significant?

### History

The warehouse at 401-405 Little Bourke Street was constructed in part in 1911 for saddlery merchants and ironmongers, William Day and Sons. The business was one of many selling horse-related products, in this case leather products, established in this area due to its proximity to the successful Kirk's Horse Bazaar. Local horse-related businesses included livery stables, veterinary surgeons, stock agents and saddle-makers, with saddlers, farriers and blacksmiths located on Little Bourke Street.<sup>91</sup>

The 1894 MMBW plan shows the subject site at the corner of Little Bourke and Vengeance (now Kirks) Lane to be a largely vacant allotment with a rectangular shed in the south-west corner. In 1911 a four-storey brick warehouse with a semi-basement was constructed (the subject building).<sup>92</sup> Designed by architects, Ward & Carleton, and constructed by John W Atkinson, the new building was valued at a NAV of £450.<sup>93</sup> A single-storey brick shop, occupied by John Dixon and Co stood on the adjacent (to the west) site at 405 Little Bourke Street. Day and Sons traded from the first floor of the warehouse, with their factory on the second floor. The other floors were variously occupied by a tyre company, underclothing manufacturer, and a boot, shoe and leather merchant.<sup>94</sup>

In 1933, the shop at 405 Little Bourke Street was sold,<sup>95</sup> and three years later it was incorporated into 401-3 Little Bourke Street through the construction of an additional three floors and the remodelling of the Little Bourke Street (north) facade.<sup>96</sup> The architect of the 1930s works is not known. A rooftop or upper level, set back from the façade, was also added in or about this period, as is evident in the c.1940 image at Figure 56. The works largely resulted in the current configuration of the building.<sup>97</sup> Day and Sons continued to occupy the first floor into the 1970s, by which time it was listed in the directory as 'Day's Building'. Various businesses, including bookbinders, leather goods, paper merchants, printing companies and manufacturing agents occupied the other floors.<sup>98</sup> By 1987, a popular lunch place/restaurant called 'Parlez' was operating from the site.<sup>99</sup> The building is currently in part occupied by a bar/restaurant called The Apartment.

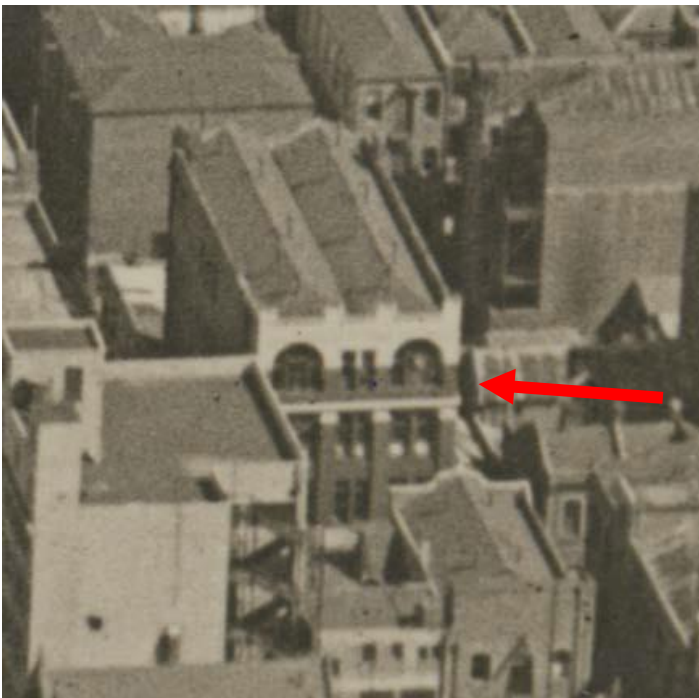


Figure 55 The subject building in 1934, showing the north facade prior to alteration and extension (indicated).

Source: State Library of Victoria





Figure 56 The subject building after modifications, c. 1940  
Source: State Library of Victoria

### Description

The former Day & Sons warehouse at 401-405 Little Bourke Street was constructed in 1911 and extended in 1936. It is located on the south side of Little Bourke Street, with the east elevation to Kirks Lane. The face brick building has a rectilinear plan, and is of four storeys with a semi-basement, and rooftop elements at a small setback. It presents an asymmetrical façade to Little Bourke Street reflecting the different structural arrangements of the two building components.

Consistent with commercial design of the period, the building is expressed as a tripartite arrangement broadly modelled on fifteenth or sixteenth century palazzi with unornamented intermediate floors above a heavy base floor and below an overhanging cornice or 'capital' level.<sup>100</sup> In Australia, buildings of this form are occasionally described as Commercial Palazzi. However, the subject building is devoid of classical detailing and references to buildings of the Italian Renaissance largely derive from its tripartite form rather than its ornamentation.<sup>101</sup>

The semi-basement level is rendered in a rusticated manner to produce a heavy base to the composition. Brick pilasters, broadly recalling classical columns rise to abstracted, dentilated capitals. The upper level sits over a rendered string course and is capped by an ornamental parapet. The cornice, parapet (and a section of the facade below the parapet) are rendered, providing the upper level with a contrast to the brick intermediate floors below, and giving emphasis to the building's crown. Rooftop elements appear to date from the 1936 works (they are visible in 1940, Figure 56) but do not affect the façade composition. The eastern elevation is without ornament presenting simple, punched window openings to the laneway. Original steel framed windows to this elevation have been replaced.

The current entry arrangement on the western side of the north façade appears to date from c.1980s, albeit the altered arrangements continue to utilise existing openings and the works have not affected the rhythm of the original fenestration. External rendered elements have been overpainted and timber windows to the façade have been altered. The external expression of the façade otherwise survives with face brickwork and rendered detailing intact.

*How is it Significant?*

The warehouse at 401-405 Little Bourke Street, constructed in part in 1911 and extended in the 1930s, is of local historical and aesthetic/architectural significance.

*Why is it Significant?*

The warehouse at 401-405 Little Bourke Street, constructed in 1911 for saddlery merchants and ironmongers, William Day and Sons, with significant modifications undertaken in 1936, is of local historical significance. The building is significant for its historical association with the commercial horse-related products and services businesses which were concentrated in this area of the central city. The businesses were in historical proximity to the renowned horse bazaars, including the long running Kirk's Bazaar, after which the adjoining lane is named. Day and Sons were one of a number of like-minded businesses in the area, which flourished from the nineteenth century, although unusually the company continued to operate from at least part of the building into the 1970s. The warehouse is also of aesthetic/architectural significance. While the original 1911 building was extended and modified in 1936, the works were relatively early in the history of the building, and undertaken by Day and Sons. The works were well resolved architecturally and in execution, with regard to the building's form and understated stripped classical expression. The building balances a classical sense of composition with the use of limited and particularly stylised classical detailing. The face brickwork of the building also stands out in the Little Bourke Street context. Buildings of this type additionally demonstrate an affinity with the emergent Modern School while continuing to offer the familiarity of classically-based architecture.

### **3.7 Properties with existing individual Heritage Overlay controls**

As noted above, there are properties within the precinct which currently have an individual Heritage Overlay control. These are identified in the property schedule, but are not described in detail here. See their separate individual property citations for a brief history, description and assessment of these properties. The property at 23-31 Niagara Lane is also included in the Victorian Heritage Register. In summary, the properties are as follows:

- 106-112 Hardware Street, four storey Victorian warehouses, HO1045
- 4-6 and 8 GoldiePlace, two storey Victorian warehouses, HO1044
- 60-66 Hardware Lane, three two storey Victorian warehouses, HO666
- 55-57 Hardware Lane, three storey Victorian factory, HO665
- 63-77 Hardware Lane, Row of four storey Victorian warehouses, HO667
- 362-364 Little Bourke Street, four storey Victorian commercial building, HO1051
- 377-381 Lonsdale Street, four storey Victorian commercial building, HO716
- 23-31 Niagara Lane, four two storey Victorian warehouses, HO726 (VHR 473)
- 361-363 Little Bourke Street, three storey interwar factory/commercial building, HO1050
- 365-367 Little Bourke Street, three storey Victorian warehouse and commercial building, HO1052

### **4.1 Assessment of significance**

The following assessment includes a comparative analysis of the precinct; identification of relevant heritage criteria; and a statement of significance.

## 4.2 Comparative analysis

The Guildford and Hardware Laneways Precinct, as a heritage precinct focused on the lanes and little streets of Melbourne's central CBD, is distinctive within the municipal context. It has a singular form and layout, comprising a network of lanes and development to lanes, which predominantly run in a north-south direction, sometimes breaking and then continuing across an intervening street. It is distinctive for its origins within the Hoddle Grid framework, whereby the laneways and little streets provided access to the rears of properties within the grid, and a right-of-way across the large city blocks of the grid. The precinct is also unusual in that the buildings of contributory, and in some cases significant heritage value, can be important precinct contributors due to their side and rear elevations, and not only their property frontages and facades. Unlike other heritage precincts in the CBD, the Guildford and Hardware Laneways Precinct does not predominantly comprise historic retail, commercial or office buildings. Rather, while its heritage value derives from a mix of building types, the majority are former factories and warehouses of the late nineteenth and early twentieth centuries. Lanes within the precinct also retain, to a greater or lesser degree, original bluestone kerbs, channels and flagstones. These elements also contribute to the materiality and heritage character of the precinct.

Another distinguishing characteristic of the precinct is its contemporary social value, largely due to the revitalisation of the laneways in recent decades, and the new wave of residents and small businesses who have converted the buildings into residences and established bars, cafes, night clubs, galleries and boutique retail outlets. The streetscape activation of ground floor facades, and the advent of street art has also played a part in making the laneways of the precinct more vibrant and attractive.

There are other precincts in the city which incorporate lanes and little streets of heritage value, including Flinders Gate Precinct (HO505), Flinders Lane Precinct (HO506) and Little Bourke Street Precinct (HO507). These precincts are also significant for demonstrating the importance of the little streets and service lanes to the historic development and function of the CBD. This includes the particular character of development to little streets in these precincts, such as the warehouse and 'rag trade' development of Flinders Lane (HO506), and the distinctive development associated with Chinese commercial activity in Little Bourke Street (HO507). The precincts also demonstrate the important relationship of laneways to properties with primary and main street frontages. However, the Guildford and Hardware Laneways Precinct stands out in this context for its extent, and for its ability to demonstrate the historical development, use and importance of laneways and little streets to the central city. The precinct's location in the CBD context is also of relevance. Historically, it was situated away from the main commercial areas to the south and east. As such, the relatively cheaper land values, and the different development pattern to the more prestigious areas of the city, enabled a variety of businesses to construct and occupy substantial factories and warehouses from the late nineteenth and into the twentieth centuries.

A number of manufacturing and warehousing precincts also survive in Melbourne's inner suburbs. Large warehouses and factories are concentrated in precincts in the suburbs of Collingwood (Foy & Gibson); Fitzroy (MacRoberston); and Richmond (Australian Knitting Mills and Julius Kayser factory). However these are more of note for their difference to the Guildford and Hardware Laneways Precinct, rather than their similarities. Specifically, these were typically developed by a single manufacturer or operation, to produce planned and orderly manufacturing facilities on a grand scale. In comparison, the Guildford and Hardware Laneways Precinct is distinguished by its diversity of factory and warehouse building forms, dates, uses and original owners.

## 4.3 Assessment against Criteria

The following lists the assessment criteria recommended by the VPP Practice Note 'Applying the Heritage Overlay', July 2015.

The bolded criteria are those which apply. These are also referred to in the statement of significance which follows.

**Criterion A - Importance to the course, or pattern, of the City of Melbourne's cultural or natural history (historical significance).**

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Melbourne's cultural or natural history (rarity).

Criterion C - Potential to yield information that will contribute to an understanding of the City of Melbourne's cultural or natural history (research potential).

**Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).**

**Criterion E - Importance in exhibiting particular aesthetic characteristics (aesthetic significance).**

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

**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 and developing cultural traditions (social significance).**

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Melbourne (associative significance).

#### **4.4 Statement of Significance**

##### *What is Significant*

The Guildford and Hardware Laneways Precinct is located in the Melbourne Central Business District. The precinct occupies parts of four city blocks bounded by La Trobe Street to the north, Bourke Street to the south, Queen Street to the west and Elizabeth Street to the east. The precinct has a comparatively high proportion of buildings of heritage value, and significant and contributory buildings in the precinct date from the 1850s through to the interwar period. While precinct development is diverse, many of the graded buildings are former factories and warehouses, with some more modest workshops, of the late nineteenth and early twentieth centuries. The precinct boundary is not contiguous, and in some cases the laneways stop at little streets or main streets and thoroughfares, before recommencing on the other side. The side and rear elevations of buildings of significant and contributory heritage value, can also be important precinct contributors. Where there is historic development to both sides of a laneway or street, including the fronts, sides or rears of properties, the precinct boundary generally incorporates the subject laneway or street. Laneways also provide a setting to the properties, again including property sides or rears. Lanes within the precinct also retain, to a greater or lesser degree, original bluestone kerbs, channels and flagstones.

##### *How is it Significant*

The Guildford and Hardware Laneways Precinct is of historical, social and aesthetic/architectural significance to the City of Melbourne.

##### *Why is it Significant*

The Guildford and Hardware Laneways Precinct is of historical significance. The laneway network within the precinct provides evidence of the evolution and growth of the central city within the structure of the large city blocks and rigid geometry of the 1837 Hoddle Grid. While the grid plan included main streets, and east-west running little streets, the lanes proliferated off this framework, generally in a north-south direction, as the city evolved and developed. The precinct and its laneways and little streets also demonstrate changing historical land uses, and retain building types which reflect these uses and evolving patterns of occupation and development in central Melbourne. The number and extent of lanes in the precinct is reflective of their significant growth in the CBD from the mid-nineteenth to the mid-twentieth century, with 235 named lanes in the broader city by 1935. The precinct's lanes historically serviced the rears of properties fronting other streets, and acted as thoroughfares through

large city blocks. Their typical north-south alignment is reflective of the boundaries of the late 1830s and 1840s large Crown allotments. With increasing subdivision, density and changing land use patterns, many early lanes also evolved into distinct streets with their own character and property frontages. The changing names of some lanes attests to their evolving histories and land uses. Throughout much of the second half of the nineteenth century, small scale residential development and commercial activity was the overriding precinct land use. The former included modest cottages and dwellings, sometimes of sub-standard construction; while the latter included Melbourne's famous horse bazaars, numerous hotels and small scale workshops. From the late nineteenth century and into the early twentieth century, many earlier small buildings were demolished and replaced by larger factories and warehouses. The precinct's location, away from the main commercial areas to the south and east, also enabled this next phase of development, due to the relatively cheaper land values. Diverse businesses occupied the buildings, and included printers, publishers and stationers, bulk stores, manufacturing businesses, and light industry. Many of these buildings remain in the precinct. In the later twentieth century, a new wave of residents and businesses were attracted back to the precinct, as part of the City of Melbourne's revitalisation of the central city laneways. (Criterion A)

The Guildford and Hardware Laneways Precinct is of social significance. This largely derives from the popularity of the revitalised and vibrant laneways of the precinct, with residents and visitors attracted by the activated laneway streetscapes, street art, and numerous bars, cafes, night clubs, galleries and boutique retail outlets. The laneways are also valued by the community as unique public spaces within the CBD. (Criterion G)

The Guildford and Hardware Laneways Precinct is of aesthetic/architectural significance. The laneways in particular form distinctive streetscapes within the central city, their significant heritage character enhanced by the diverse collection of historic buildings, including former factories and warehouses, with some workshops, and their rich materiality. Face red brick is the dominant material, complemented by bluestone, rendered masonry and concrete. The heritage character also derives from the narrow footprint and dimensions of the lanes, given emphasis by the bordering buildings with tall and/or long facades and walls, with no setbacks. Some warehouses have elevated ground floors, and visible sub-basements, which while being illustrative of original loading arrangements, also contribute to the distinctive aesthetic of some lanes. Lanes within the precinct retain to a greater or lesser degree original bluestone kerbs, channels and flagstones, which also contribute to the materiality and heritage character of the precinct. (Criterion E) The precinct is additionally important for demonstrating the principal characteristics of the laneway network of the broader city. The alignment and layout of the precinct's lanes reflects their origin within the formal Hoddle Grid, their proliferation within the original large city blocks, and their historic servicing and right-of-way roles. Importantly, the laneways of the precinct also largely retain their original arrangement, as evident in nineteenth century sources. (Criterion D)

#### **4.5 Key characteristics**

The following are the key characteristics of the precinct, which support the assessed significance:

- Laneways predominantly follow a north-south alignment, reflective of the boundaries of the large Hoddle Grid (Crown land) allotments of the late 1830s and 1840s.
- Density of laneways is reflective of their proliferation within the large city blocks from the mid-nineteenth century, following increased subdivision and changing land use patterns.
- Laneways include those which are distinct streets with property frontages; and those which have formed to the sides or rears of properties.
- Narrow proportions, emphasised by walls of buildings, provide a unique character to the laneways as public spaces.
- Contributory components of buildings to the precinct include side and rear elevations, as well as property frontages and facades.
- Contributory building materials include face red brick, bluestone, rendered masonry and concrete. Of note is the limited overpainting of original external walls.

- Windows and doors expressed as punched openings in masonry walls rather than large expanses of glazing.
- Original window and (to a lesser degree) door joinery, including nineteenth century timber elements, and more commonly steel windows from the interwar period.
- Buildings are typically constructed from boundary to boundary, with no setbacks.
- Heights of buildings vary but are generally within the one to four storey range, with some exceeding this.
- Other notable built form characteristics include elevated ground floors and visible basements; high parapets and very little visibility of roof forms; original signage and building names; chamfered corners; hoists and crane beams to warehouses, providing access to upper levels; and timber and concrete buffers.
- There is a general absence of vehicle parking arrangements.
- Contributory laneway materials include bluestone kerbs, channels and flagstones.

## 5.0 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme.

External Paint Controls	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

### Identified By

Lovell Chen, 2016

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  - 2 Gary Presland, *First People: The Eastern Kulin of Melbourne, Port Phillip & Central Victoria*, Museum Victoria Publishing, Melbourne, 2010, p. 40.
  - 3 Context Pty Ltd, *Thematic History – A History of the City of Melbourne’s Urban Environment*, 2012, p. 11.
  - 4 Weston Bate, *Essential but Unplanned: The story of Melbourne’s laneways*, State Library of Victoria, Melbourne, 1994, p. 11; *Age*, 13 August 1994, p. 9.
  - 5 Weston Bate, *Essential but Unplanned: The story of Melbourne’s laneways*, State Library of Victoria, Melbourne, 1994, p. 12; *Melbourne Daily News*, 6 February 1851, p. 2; *Age*, 5 September 1855, p. 5;
  - 6 Melbourne Parish Map, Sheet 1, Central Plan Office, Land Victoria.
  - 7 Weston Bate, *Essential but Unplanned: The story of Melbourne’s laneways*, State Library of Victoria, Melbourne, 1994, p. 11.
  - 8 *Sands & McDougall directory*, 1858.
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  - 11 City of Melbourne, rate books, Volume 1: 1861, Bourke Ward, rate nos 107, 121-125, 132-148, 153-168, VPRS 5708/P9, Public Record Office Victoria
  - 12 City of Melbourne, rate books, Volume 1: 1861, Bourke Ward, rate nos 698-706, VPRS 5708/P9, Public Record Office Victoria.
  - 13 City of Melbourne, rate books, Volume 1: 1861, Bourke Ward, rate nos 706-731, VPRS 5708/P9, Public Record Office Victoria.
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  - 17 City of Melbourne, rate books, Volume 11: 1872, Bourke Ward, rate nos 532-548, VPRS 5708/P9, Public Record Office Victoria
  - 18 John Freeman, *Lights and Shadows of Melbourne Life*, Sampson Low, Marston, Searle, & Rivington, London, 1888, p. 113; *Sands & McDougall directory*, 1864 and 1873.
  - 19 John Freeman, *Lights and Shadows of Melbourne Life*, Sampson Low, Marston, Searle, & Rivington, London, 1888, p. 15. Essay originally published in the *Argus*, 2 May 1874, p. 9.
  - 20 *Sands & McDougall directory*, 1858 and 1864, *Argus*, 30 March 1940, p. 12.
  - 21 *Argus*, 5 January 1849, p. 4, 27 May 1851, p. 4 and 16 October 1851, p. 2. The location of this lane is shown in an incorrect location on the MMBW detail plan no 1016 of 1894, held by State Library of Victoria.
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- 30 Weston Bate, *Essential but Unplanned: The story of Melbourne's laneways*, State Library of Victoria, Melbourne, 1994, pp19, 22
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- 38 *Age*, 6 November 1925, p. 10.
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- 41 *Argus*, 7 June 1935, p. 11.
- 42 Sarah Oberklaid, 'Melbourne: A Case Study in the Revitalization of City Laneways, Part 1', *The Urbanist*, <https://www.theurbanist.org/2015/09/16/melbourne-a-case-study-in-the-revitalization-of-city-laneways-part-1/>, accessed 30 May 2016.
- 43 Sarah Oberklaid, 'Melbourne: A Case Study in the Revitalization of City Laneways, Part 1', *The Urbanist*, <https://www.theurbanist.org/2015/09/16/melbourne-a-case-study-in-the-revitalization-of-city-laneways-part-1/>, accessed 30 May 2016 and 'Melbourne Laneways, a success story', in *Forgotten Spaces: Revitalising Perth's Laneways*, *City of Perth*, accessed via <http://www.perth.wa.gov.au/sites/default/files/documents/Forgotten%20Spaces%20Revitalising%20Perths%20Laneways.pdf>, 30 May 2016.
- 44 'Melbourne Laneways, a success story', in *Forgotten Spaces: Revitalising Perth's Laneways*, *City of Perth*, accessed via <http://www.perth.wa.gov.au/sites/default/files/documents/Forgotten%20Spaces%20Revitalising%20Perths%20Laneways.pdf>, 30 May 2016.



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- 45 *Age*, 17 May 1985, pp. 10-11.
- 46 *Age*, 10 February 1984, p. 35.
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- 49 A fifth block, as included in the study area – Bourke Street to Little Collins Street - was examined for inclusion in the precinct. This block incorporates two laneways, namely Penfold Place and the thoroughfare of McKillop Street. While some properties associated with these laneways have existing individual Heritage Overlays, the early character of the laneways per se has generally been overwritten by new built form and other interventions which have affected their legibility and significance. Neither lane is proposed for inclusion in the precinct.
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- 53 City of Melbourne, rate books, Volume 42: 1906, Bourke Ward, rate no 1403, VPRS 5708/P9, Public Record Office Victoria.
- 54 As noted in City of Melbourne, *Central Activities District Conservation Study*, Graeme Butler, 1985, Building Identification Form '32-4 Guildford Lane'.
- 55 See <http://vhd.heritagecouncil.vic.gov.au/places/70>, <http://vhd.heritagecouncil.vic.gov.au/places/819#timeline-title>, <http://vhd.heritagecouncil.vic.gov.au/places/815>, accessed 1 June 2016.
- 56 City of Melbourne, rate books, Volume 46: 1910, Bourke Ward, rate nos 1392-1394, VPRS 5708/P9, Public Record Office Victoria.
- 57 City of Melbourne, rate books, Volume 46: 1910, Bourke Ward, rate nos 1393 and 1394, VPRS 5708/P9, Public Record Office Victoria.
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- 62 *Argus*, 17 February 1851, p. 3.
- 63 *Argus*, 15 November 1852, p. 2.
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- 65 City of Melbourne, rate books, Volume 1: 1861, Bourke Ward, rate no 732, VPRS 5708/P9, Public Record Office Victoria.
- 66 *Age*, 20 September 1872, p. 4.
- 67 *Argus*, 11 August 1881, p. 2.
- 68 *Sands & McDougall directory*, 1901.
- 69 *Sands & McDougall directory*, 1905, 1906.
- 70 *Leader*, 12 July 1913, p. 37.
- 71 *Argus*, 31 January 1934, p. 6.

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- 72 Mahlstedt fire insurance plan, 1962, Section 2, Plan 4A, held by State Library of Victoria.
- 73 Based on the historical research undertaken in relation to the precinct.
- 74 *Australasian*, 9 August 1924, p. 42.
- 75 *Argus*, 22 October 1926, p. 13.
- 76 *Argus*, 25 June 1925, p. 11.
- 77 *Argus*, 22 October 1926, p. 13.
- 78 'Melbourne's streets and lanes: what's in a lane', Royal Historical Society of Victoria, accessed [http://www.historyvictoria.org.au/wp-content/uploads/2012/10/Melbournes-Streets-and-Lanes\\_Discovery-Series-No-2.pdf](http://www.historyvictoria.org.au/wp-content/uploads/2012/10/Melbournes-Streets-and-Lanes_Discovery-Series-No-2.pdf), accessed 27 May 2016
- 79 *Age*, 22 October 1926, p. 12
- 80 See advertisement, 'Farrants Pty Ltd for 45 years', in *Argus*, 2 December 1933, p. 14.
- 81 *Sands & McDougall directory*, 1890, 1894.
- 82 *Weekly Times*, 8 March 1924, p. 25.
- 83 City of Melbourne Building Application Index, 387 Little Bourke Street, BA 8713, 10 October 1927, held by Lovell Chen.
- 84 *Age*, 2 August 1952, p. 19, *Sands & McDougall*, 1930, 1935, 1970.
- 85 *Argus*, 25 August 1930, p. 6.
- 86 The historical overview of the Cyclone Fence & Gate Company has been drawn from M Churchward and D Tout-Smith, 1996, 'Cyclone Fence & Gate Co.', in Museum Victoria Collections <http://collections.museumvictoria.com.au/articles/2688>, accessed 13 May 2016.
- 87 *Argus*, 23 May 1935, p. 13.
- 88 *Argus*, 11 December 1935, p. 8.
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- 90 *Sands & McDougall directory*, 1970, *Argus*, 16 June 1937, p.14 and 23 April 1955, p. 42.
- 91 *Sands & McDougall directory*, 1894.
- 92 City of Melbourne rate books, Volume 48: 1912, Bourke Ward, rate no. 1011, VPRS 5708/P9 Public Record Office Victoria.
- 93 Miles Lewis Australian Architectural Index, notice of intention to build, MCC registration no. 2653, 24 May 1911, record no. 73203, accessed at <http://www.mileslewis.net/australian-architectural.html>, 23 May 2016.
- 94 *Sands and McDougall directory*, 1914-1919
- 95 *Age*, 19 July 1933, p. 8.
- 96 City of Melbourne Building Application Index, 401-405 Little Bourke Street, BA16748, 4 October 1936, held by Lovell Chen.
- 97 City of Melbourne Building Application Index, 401-405 Little Bourke Street, BA16748, 4 October 1936, held by Lovell Chen.
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- 99 *Age*, 19 October 1987, p.62; *Age*, 23 March 1988, p.78.
- 100 Apperly et al, *A Pictorial Guide to Identifying Australian Architecture*, Sydney, 1994, pgs. 168-171.
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Guildford and Hardware Laneways Precinct Property Schedule

Lovell Chen 2017, updated October 2018

Block 1

Address	Name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
8-10 Guildford Lane		U	Non- contributory	Three storey c. 1980s apartments	-	-	
12-14 Guildford Lane		C	Contributory	Single storey interwar factory	-	-	
16-18 Guildford Lane		C	Contributory	Three storey interwar factory	-	-	Also contributory to Flanigan Lane.
20-24 Guildford Lane		C	Contributory	Four storey interwar factory	-	-	Also contributory to Flanigan Lane.
26-28 Guildford Lane		U	Contributory	Two single storey interwar workshops	-	-	Also contributory to Flanigan Lane.
30 Guildford Lane		U	Contributory	Two storey interwar warehouse	-	-	Also contributory to Flanigan Lane.
32-34 Guildford Lane		U	Significant	Single storey Edwardian bluestone workshop with interwar brick addition above	-	-	Also contributory to Flanigan Lane.

Address	Name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
5-13 Guildford Lane		C	Contributory	There are four building components at this address. From east to west: two storey c. 1970s dwelling; two storey interwar factory; single storey interwar workshop; and single storey interwar workshop	-	-	The front of the c. 1970s dwelling is non-contributory. All the buildings are also contributory to McLean Alley, excluding the 1970s dwelling.
15-21 Guildford Lane		C	Contributory	Three storey interwar factory	-	-	Also contributory to McLean Alley.
23-25 Guildford Lane		U	Non-contributory	Part three storey c. 1980s apartments	-	-	
27 Guildford Lane		U	Non-contributory	Part three storey c. 1980s apartments	-	-	
29 Guildford Lane		C	Contributory	Three storey interwar warehouse	-	-	Also contributory to McLean Alley.
31 Guildford Lane		C	Contributory	Three storey interwar warehouse	-	-	Also contributory to McLean Alley.
33-35 Guildford Lane	Regency House	C	Contributory	Three storey interwar factory	-	-	Also contributory to McLean Alley.
24-26 McLean Alley		U	Non-contributory	Part three storey c. 1980s apartments	-	-	
28 McLean Alley		U	Non-contributory	Part three storey c. 1980s apartments	-	-	

Address	Name	Previous grading	Significant/ Contributory/ Non contributory	Description	Existing HO	VHR	Comment*
15-21 Sutherland Street	Probuild Constructions (Aust)	E	Significant	Bluestone former Bucks Head Hotel stables, 1853	-	-	This building is assessed as being of State significance. Corner building with significant elevations to three building frontages.
25-31 Sutherland Street		C	Contributory	Two/three storey warehouse, c. 1900	-	-	Corner building with contributory elevations to three frontages.

Block 2

Address	Name	Previous grading	Significant/ contributory	Description	Existing HO	VHR	Comment*
106-112 Hardware Street		C	Significant	Pair of four storey Victorian warehouses	HO1045	-	
115-123 Hardware Street	Bianca Apartments	C	Contributory	Three storey Edwardian warehouse	-	-	Also contributory side elevation.
391 Little Lonsdale Street	CJ Lunchbar	U	Contributory	Two storey interwar factory	-	-	Also contributory to Hardware Street.
395-397 Little Lonsdale Street		C	Contributory	Three storey brick building with tilework to facade	-	-	Also contributory to rear lane (accessed off Hardware Street).

## Block 3

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
4-6 and 8 Goldie Place	Breathe Yoga & Pilates	B	Significant	Pair of two storey Victorian warehouses	HO1044	-	Note: the current Heritage Overlay map for HO1044 covers the address of 4-6 Goldie Place (one building). 8 Goldie Place is the other building in the pair, and should be included in the mapping for HO1044. Also significant elevation to side lane (accessed off Goldie Place).
10-12 Goldie Place	Rare Steakhouse	C	Contributory	Two storey 1930s factory	-	-	
14-20 Goldie Place	Word Warehouse	C	Contributory (both buildings)	No. 14: two storey interwar factory No 18-20: Two storey Edwardian factory	-	-	
54-58 Hardware Lane		U	Contributory	Three storey 1939-40 commercial building, with alterations	-	-	
60-66 Hardware Lane		B	Significant	Three two storey Victorian warehouses	HO666	-	
68-78 Hardware Lane		U	Non-contributory	Two storey c. 1980s building	-	-	
51-53 Hardware Lane		U	Non-contributory	Three storey offices constructed 1974	-	-	
55-57 Hardware Lane		D	Significant	Three storey Victorian factory	HO665	-	
59-61 Hardware Lane		U	Contributory	Three storey Victorian factory with alterations	-	-	

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
63-77 Hardware Lane		A	Significant	Row of four storey Victorian warehouses	HO667	-	Note: there are four buildings in the row. The current Schedule to the Heritage Overlay lists the address as 63-67, which is incorrect; and the current HO667 mapping only applies to 63-67. It should be amended to cover all four building components.
362-364 Little Bourke Street (also 4 Warburton Alley)		C	Significant	Four storey Victorian offices, interwar addition to rear with c. 2000 alterations	HO1051	-	Also significant to Warburton Alley, associated with Victorian building, and not the interwar rear addition.
370 Little Bourke Street		C	Contributory	Five storey interwar offices, with earlier components at rear	-	-	Also contributory to Warburton Alley.
372-378 Little Bourke Street	Chart House	C	Contributory	Six storey interwar former factory/warehouse/office and shops to Little Bourke Street	-	-	
380-384 Little Bourke Street (46 Hardware		C	Contributory	Two storey Victorian hotel, 1869, with alterations	-	-	Includes single storey north wing which is not contributory. Also contributory to Hardware Lane.
386-392 Little Bourke Street (43-49 Hardware Lane)	Hardware House	C	Significant	Six storey interwar offices	-	-	Also significant to Hardware Lane.
394-400 Little Bourke Street		D	Contributory	Two building components, including three storey Victorian warehouse (398-400) and c. 1925 three-storey warehouse/factory (394-			



Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
377-381 Lonsdale Street (30 Niagara Lane)		C	Significant	Four storey Victorian commercial building	HO716	-	Note: the current mapping of HO716 is incorrect, with the HO map covering the non-contributory building to the east. The mapping should be amended to cover this building at the corner of Niagara Lane. Significant to Niagara Lane; and also contributory to Warburton Alley.
383-387 Lonsdale Street		C	Contributory	Three storey interwar hotel	-	-	
389-395 Lonsdale Street		U	Contributory	Four storey interwar offices	-	-	The principal facade is not contributory, but the side to Hardware Lane is contributory, as is the rear to the lane off Hardware Lane.
15-17 Niagara Lane		C	Contributory	Four storey interwar factory	-	-	
19-21 Niagara Lane		U	Contributory	Three storey interwar factory	-	-	
23-31 Niagara Lane		A	Significant	Row of four two storey Victorian warehouses	HO726	H0473	Also significant to laneway off Niagara Lane.

## Block 4

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
408 Bourke Street (9 Hardware Lane)		D	Contributory	Two storey post-war retail premises with three storey interwar office wing to rear/north side	-	-	Previous D grading applies to the whole of the building, including the post-war building component to the corner of Bourke Street, and the interwar three storey office wing to its north to Hardware Lane. The building to corner of Bourke Street is non-contributory; three storey interwar office wing to north on Hardware Lane is contributory.
13-15 Hardware Lane	Roll'd	C	Contributory	Four storey interwar offices	-	-	
17-19 Hardware Lane	Cyclone House	C	Significant	Three storey interwar offices	-	-	
21-25 Hardware Lane	Campari House	C	Contributory	Three storey interwar offices	-	-	
27-31 Hardware Lane		C	Contributory	Three storey interwar offices	-	-	
353-359 Little Bourke Street		C	Contributory	Three storey Victorian factory/retail premises	-	-	Also contributory to Rankins Lane.
361-363 Little Bourke Street		C	Significant	Three storey interwar factory/commercial building	HO1050	-	Also significant to Rankins Lane.
365-367 Little Bourke Street		C & D	Significant	Three storey Victorian warehouse and commercial building	HO1052		Also significant to Warburton Lane.

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
369-371 Little Bourke Street	Grill'd Healthy Burgers	C	Contributory	Two storey interwar retail premises	-	-	Also contributory to Warburton Lane.
377-379 Little Bourke Street	O'Donahue's Building	D	Contributory	Three storey c. 1922 shops and factory			
383-385 Little Bourke Street		D	Non-contributory	Two-storey brick c. 1940 shop and warehouse			
387 Little Bourke Street	Farrant's Building	C	Significant	Three storey interwar retail/manufacturing building	-	-	Also significant to Hardware Lane.
393-397 Little Bourke Street	Kirks Building	U	Contributory	Three storey interwar offices, substantially altered c. 1980s	-	-	Also contributory to Hardware Lane.
401-405 Little Bourke Street	Day & Sons warehouse	D	Significant	Four/five storey 1911-1936 red brick warehouse			Also significant to Kirks Lane
1-3 Rankins Lane		C	Contributory	Two storey Victorian factory	-	-	
5-7 Rankins Lane		C	Contributory	Three storey interwar factory	-	-	
9-15 Rankins Lane		C	Contributory	Three storey interwar factory	-	-	
2-6 Rankins Lane		C	Contributory	Four storey interwar warehouse	-	-	
8-14 Rankins Lane		C	Contributory	Three storey interwar warehouse	-	-	
15-19 Warburton Lane		C	Contributory	Two storey interwar factory	-	-	

\*This column indicates where the rear or side of a building contributes to the historic character and significance of a laneway. In some cases, the front of a property has been modified or replaced, and has lost its heritage value, but the historic rear or side component to the laneway is retained. Unless otherwise stated in this column, the front or principal component of the subject property has heritage value.