

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

Prepared for  
**City of Melbourne**

May 2017

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## 1.0 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 study anticipated both new individual and precinct-based (multi-property) Heritage Overlay controls. The consultants were also required to review and update, where necessary, the citations for properties with existing individual Heritage Overlay controls.

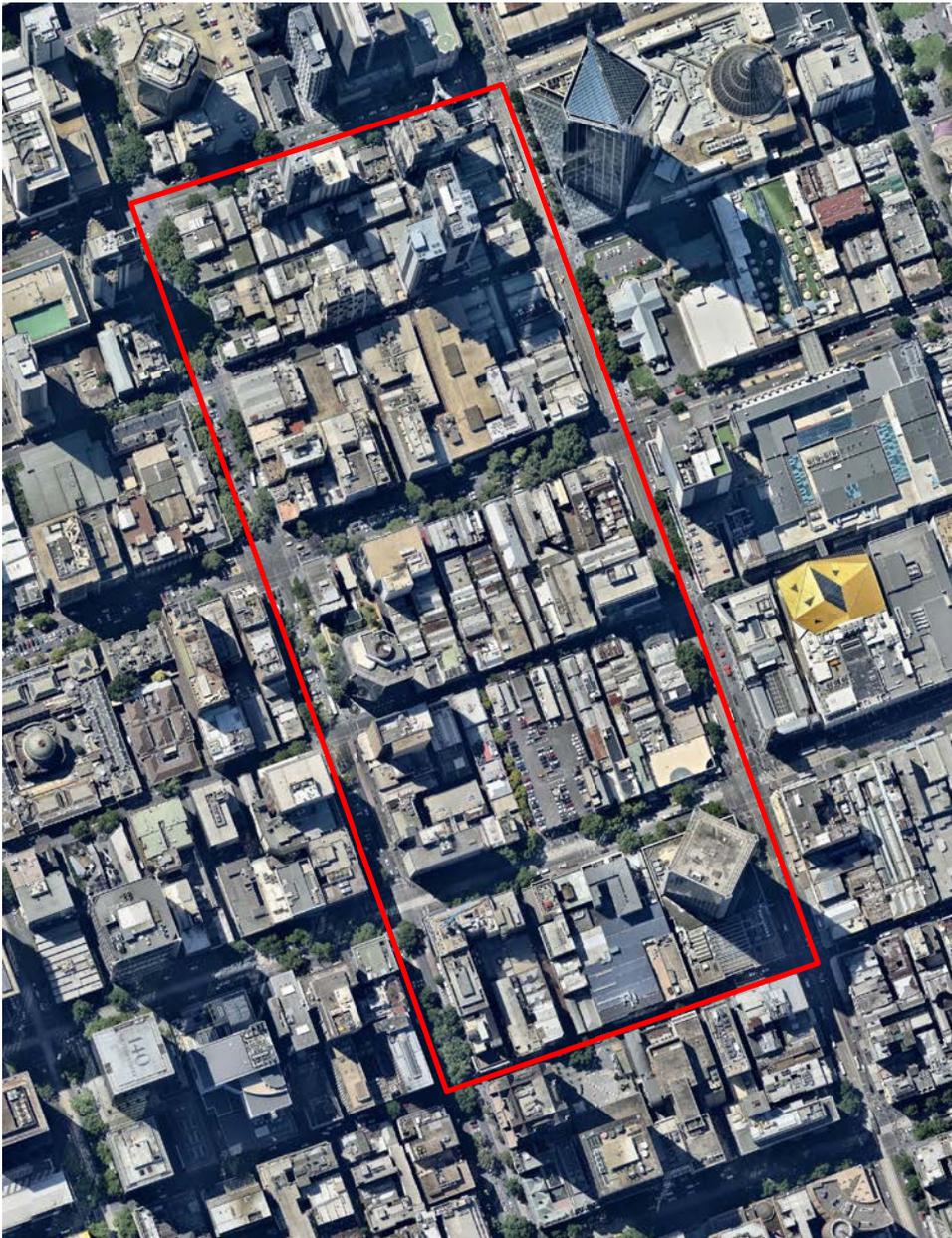


Figure 1 Recent aerial photograph with study area bounded in red. Little Collins Street is at the south end of the area (bottom of image) and La Trobe Street is at the north, with Queen Street at the west and Elizabeth Street at the east. North is at top of image  
Source: Nearmap

## 1.1 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.

## 1.2 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.

## **2.0 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.

### **2.1 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.

### **2.2 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.

### **2.3 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.

## **3.0 Methodology and approach**

### **3.1 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.

### **3.2 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.

### 3.3 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.

### 3.4 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.

### **3.5 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





**ELIZABETH STREET WEST**  
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.

## 2.0 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.

### 2.1 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 a 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>

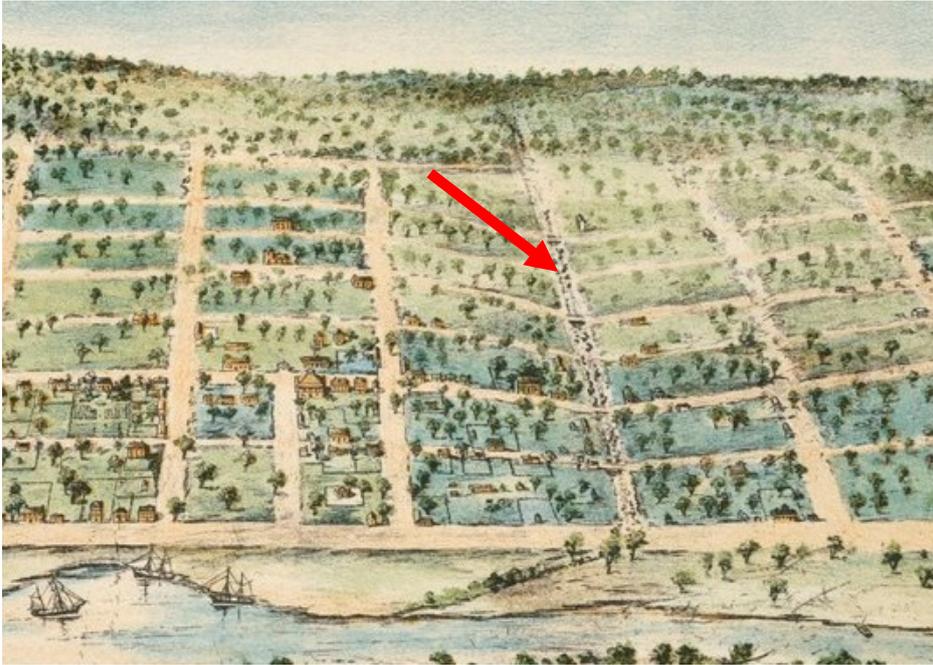


Figure 2 Detail of 'Melbourne in 1838', depicted in 1888, with Elizabeth Street indicated. Although unlikely to be an accurate representation of the city in 1838, Elizabeth Street appears more as a channel than a street; note also the bridges for cross roads traffic  
Source: State Library of Victoria



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 1858, 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).

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>14</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>15</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>16</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>17</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>18</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>19</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>20</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>21</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>22</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>23</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>24</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>25</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>26</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>27</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 shoppo. 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>28</sup>

## 2.2 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, Hockins 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>29</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>30</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>31</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>32</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

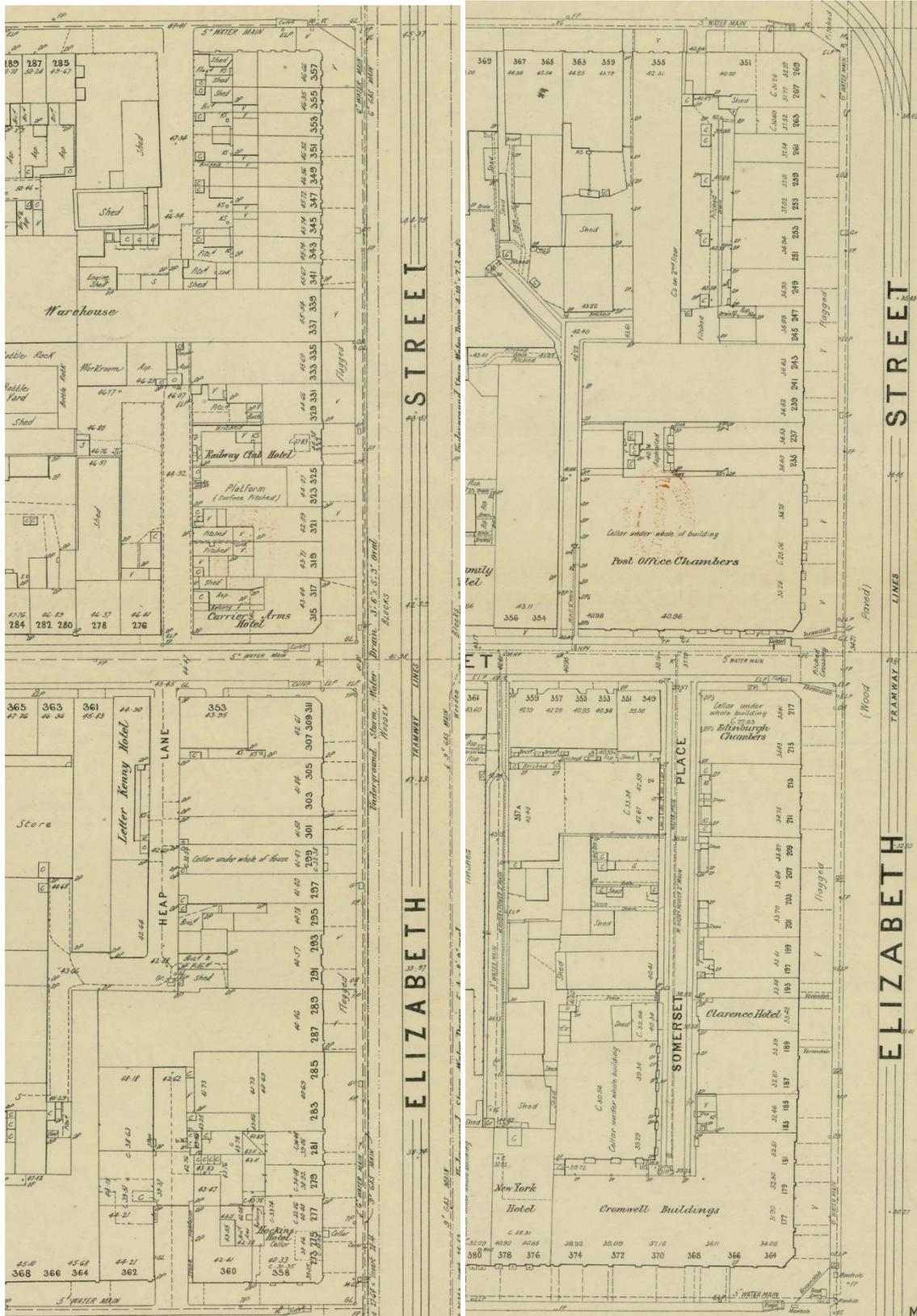


Figure 5 MMBW detail plan no 1017, showing west side of Elizabeth Street between La Trobe and Lonsdale streets (left), and Lonsdale and Bourke streets (right), 1894. North is at the top of both images  
 Source: State Library of Victoria



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>33</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>34</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>35</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>36</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>37</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>38</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

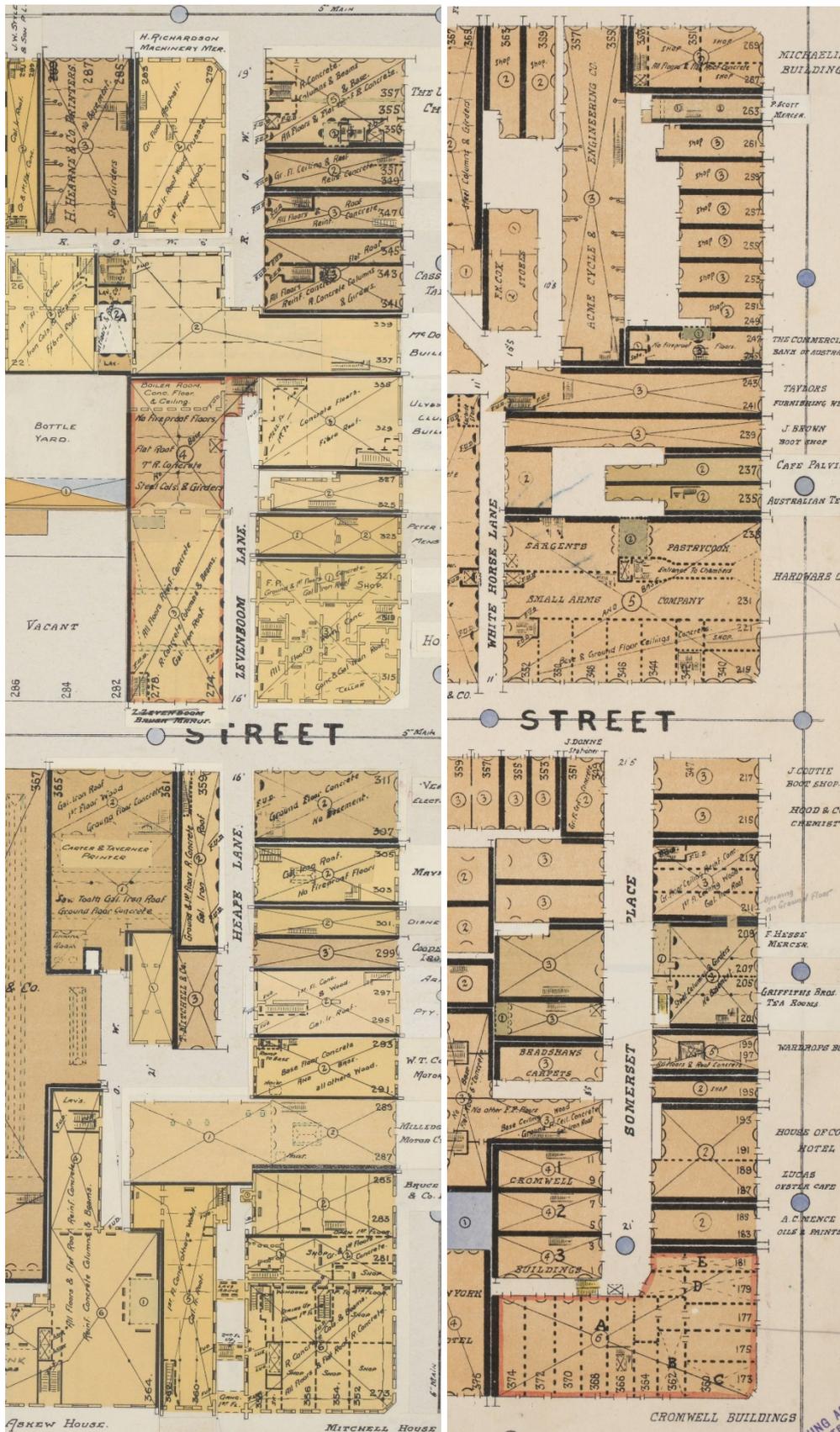


Figure 9 Mahlsted insurance plans of no 4A, 1923 (left) with buildings between La Trobe and Lonsdale streets and no 13, 1925, with buildings between Lonsdale and Bourke streets. North is at the top of both images  
 Source: State Library of Victoria

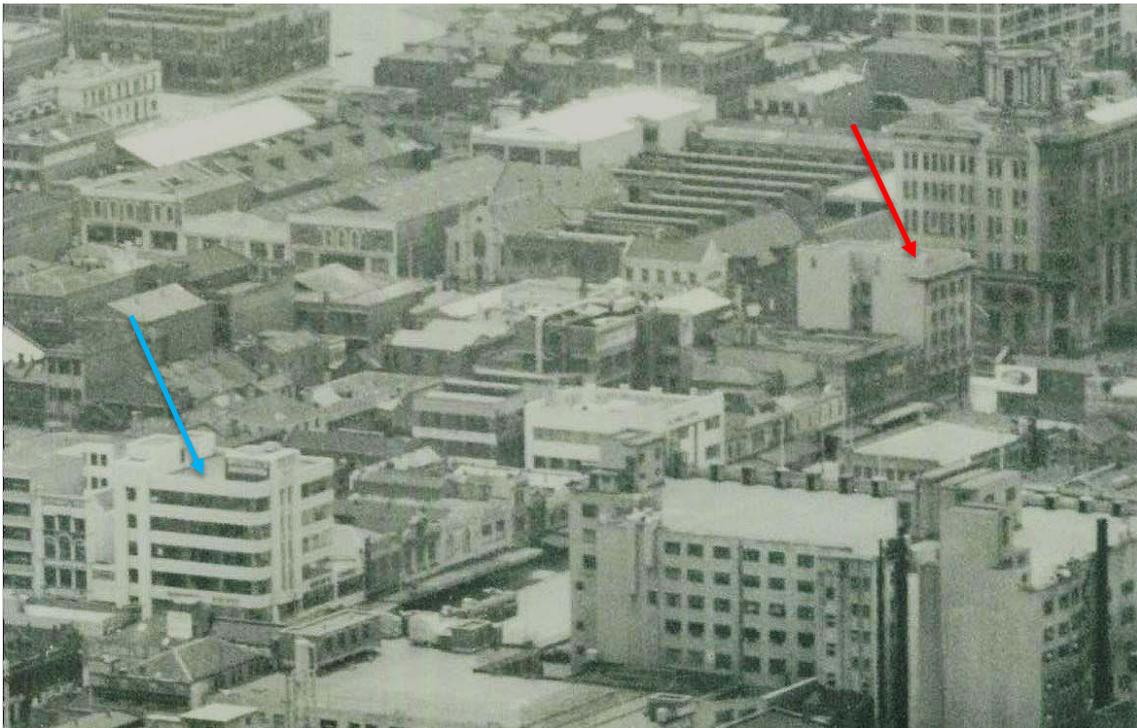


Figure 10 Oblique aerial view from Flinders Street Railway Station, showing west side of Elizabeth Street between Mitchell House (indicated in blue) and the former Union Bank (indicated in red), Charles Daniel Pratt, photographer, c. 1950-c. 1960  
Source: State Library of Victoria



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

### 3.0 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.

### 3.1 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

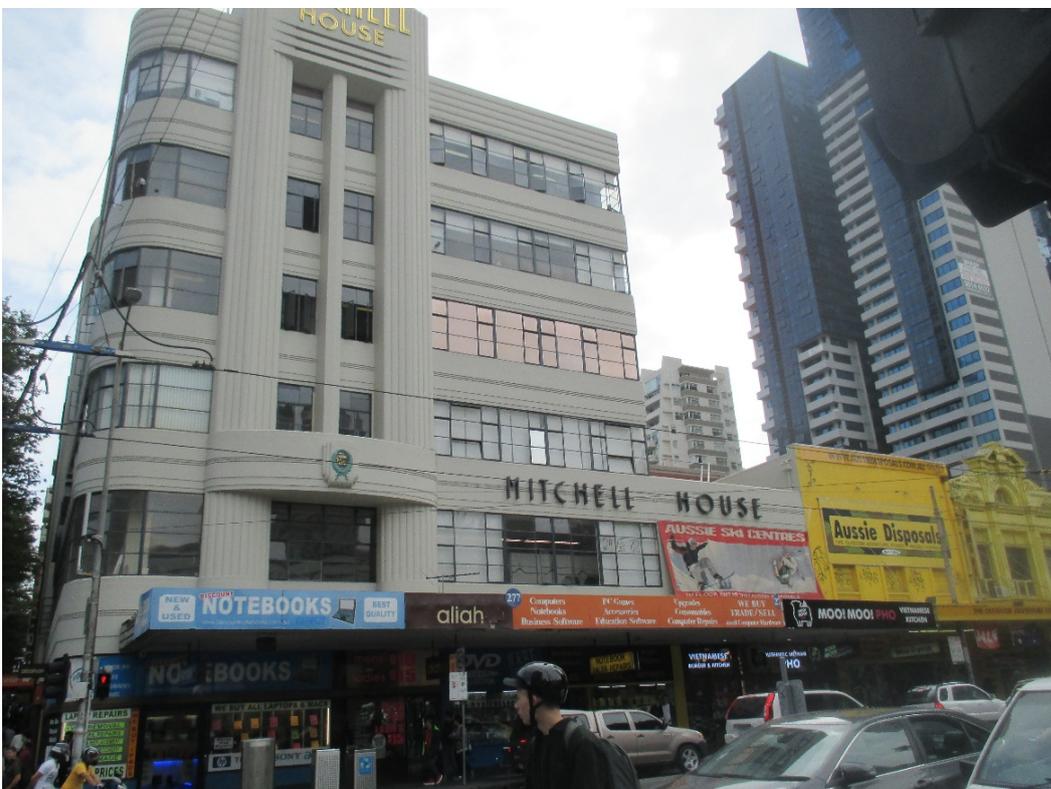


Figure 15 Mitchell House (at left) and adjoining development on the west side of Elizabeth Street, northern section of precinct; Lonsdale Street is at left



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

### 3.2 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

### 3.3 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.

### 3.4 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 301 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

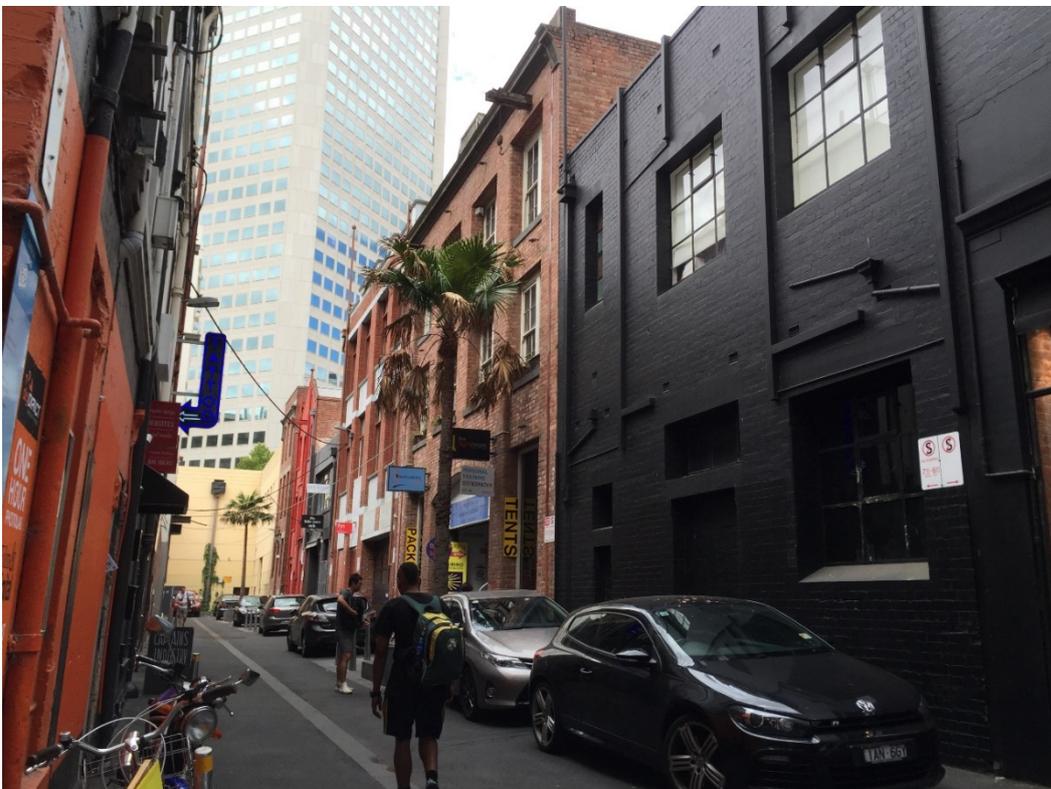


Figure 23 Somerset Place

### 3.5 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.

### 3.6 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.

#### 3.6.1 341-345 Elizabeth Street

This property is at 341-345 Elizabeth Street, Melbourne. It was previously graded C.

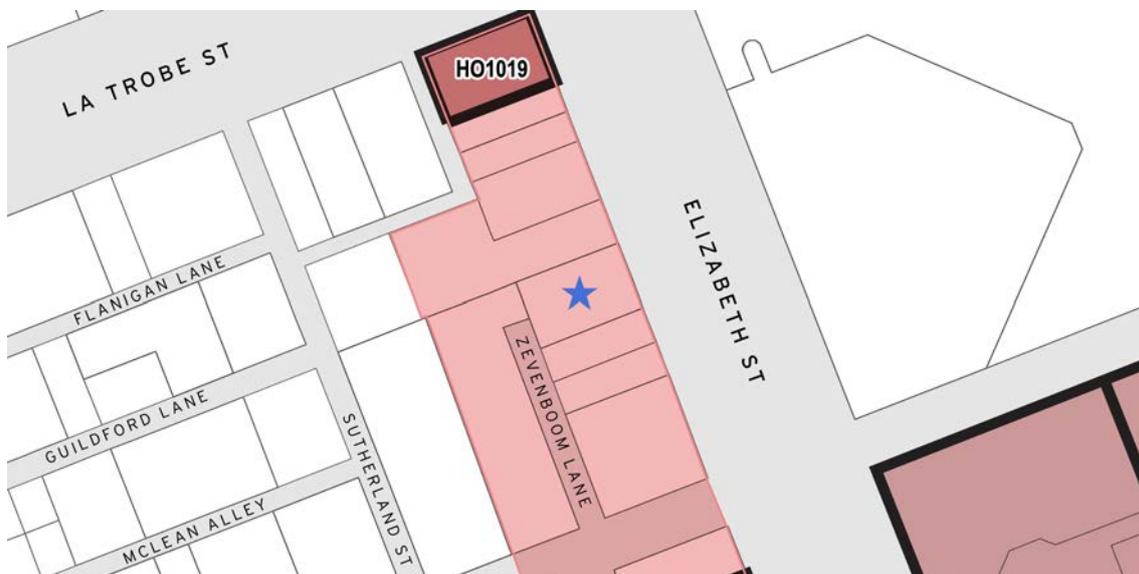


Figure 24 Location of 341-345 Elizabeth Street, Melbourne indicated by blue star



Figure 25 Former warehouse building, 341-345 Elizabeth Street

*What is Significant?*

### History

The warehouse building at nos 341-345 Elizabeth Street was constructed in 1924, replacing two Victorian shops. The 1890 rate books list five-room brick shops at nos 341-3 and 345 Elizabeth Street, which were occupied by a restaurant and tailor.<sup>39</sup> By 1922, the row of shops from no 341 to 357, at the corner of La Trobe Street, was owned by warehousing firm the Connibere Brothers.<sup>40</sup> The following year, these properties had been sold to a number of different owners, with nos 341-345 acquired by Cassells Tailors. The latter appear to have been established in c. 1907, with a shop in the Eastern Arcade in Bourke Street; and by 1913, Cassells and Co had relocated to 271 Swanston Street.<sup>41</sup>

In March 1923, a permit application was made to the City of Melbourne for the construction of a reinforced concrete warehouse to a value of £8000.<sup>42</sup> The new building was completed by 1924, and was described in the rate books of 1925 as a concrete warehouse.<sup>43</sup>

The whole of the new building was owned by Cassells, but had two street addresses: the larger nos 341-343, known variously as no 341 or no 343, and the other at no 345 Elizabeth Street (Figure 26). These two addresses can be discerned in the building façade today. The building also had rear access from an unnamed right-of-way, accessed in turn from Sutherland Street. In 1924, Cassells advertised to lease a factory with workroom, 'excellent light [and] central position.'<sup>44</sup> In 1925, the tailors occupied no 343 and Eustace Raftopoulos operated the IXL Cafe from no 345.<sup>45</sup> It is possible that Eustace Raftopoulos was related to Arthur and Conis Raftopoulos, who operated the oyster saloon at 195 Elizabeth Street in the early twentieth century, a club in Lonsdale Street and a cafe in Russell Street in the 1920s.<sup>46</sup> In 1950, the subject building was sold to the National Bank of Australia for £46,000.<sup>47</sup>

The design of the former warehouse/factory, relies on innovations made in Chicago through the late nineteenth and early twentieth centuries.<sup>48</sup> Chicagoan architects developed a new form of fireproof building in which steel frames supported the upper levels, eliminating the need for thick, load-bearing brick walls. The resulting form of expression flouted precedent and convention allowing glazing rather

than (rendered) brickwork to dominate building facades. In essence, these buildings comprised an expressed structural system of concrete (or concrete clad steel) columns and floor plates. The effect of this, somewhat brutish, form was typically attenuated by an applique of understated classical detailing in the form of dentils to parapets, capitals to columns or moldings to spandrel panels. This general approach is seen in the subject building. However, Australian commercial buildings clung to their Victorian, red brick heritage into the twentieth century and Chicagoan influences did not begin to emerge until the Edwardian period, and did not become commonplace until c. 1930.

### **Description**

The three-storey former warehouse building at nos 341-345 Elizabeth Street is typical of the above form of expression as it emerged through the 1920s in Australia with fashionable embellishments to a Chicagoan frame. On the subject property, substantial columns, suggesting giant order classical pilasters, ascend through the upper levels to a low, stylised parapet. These elegant devices incorporate stepped chamfering to their edges and rise to simple, abstracted capitals suggesting contemporary Art Deco designs. The parapet is similarly sleek with faux dentillation and simplified brackets. Spandrel panels reiterate the stepped detailing of the columns.

The building is currently used as motorcycle showrooms. This has required some alteration at ground floor level. However, the upper levels and the expression of the building more broadly are largely intact to their 1924 state. Original detailing and simple, albeit large steel-framed windows survive. An original canopy (visible at Figure 10) has been reclad but retains its early form. The building has been overpainted.

#### *How is it Significant?*

The three-storey warehouse building at nos 341-345 Elizabeth Street, constructed in 1924, is of local aesthetic/architectural significance.

#### *Why is it Significant?*

The building is of local aesthetic/architectural significance. It is substantially externally intact, particularly to the façade levels above the ground floor shopfronts. It is also a fine example of a concrete framed building, with large expanses of glazing, which illustrates developments in building technology increasingly seen in commercial buildings in the interwar period. The design can be attributed to earlier innovations in Chicago, where architects developed a new form of fireproof building in which steel and concrete frames supported the upper levels, eliminating the need for thick, load-bearing brick walls. Of note with the subject building are the substantial columns with simple, abstracted capitals; low parapet and stylised detailing; and the large steel-framed windows which allowed the original owners to promote the new factory/workroom as having 'excellent light'. The overall effect is of a stripped, architectural expression incorporating classical form and proportion which, despite its utilitarian underpinnings, achieves a formal interwar expression that refers equally to American Art Deco sources and the classical world.

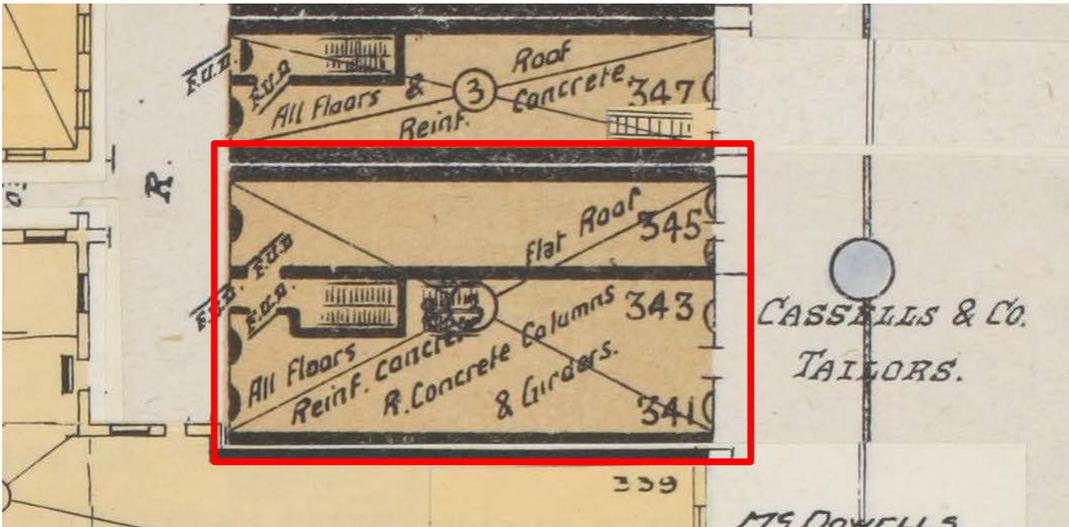


Figure 26 Mahlstedt fire insurance plan, c. 1923, map 4A, with 341-345 indicated. Elizabeth Street is at right  
 Source: State Library of Victoria

3.6.2 359 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.

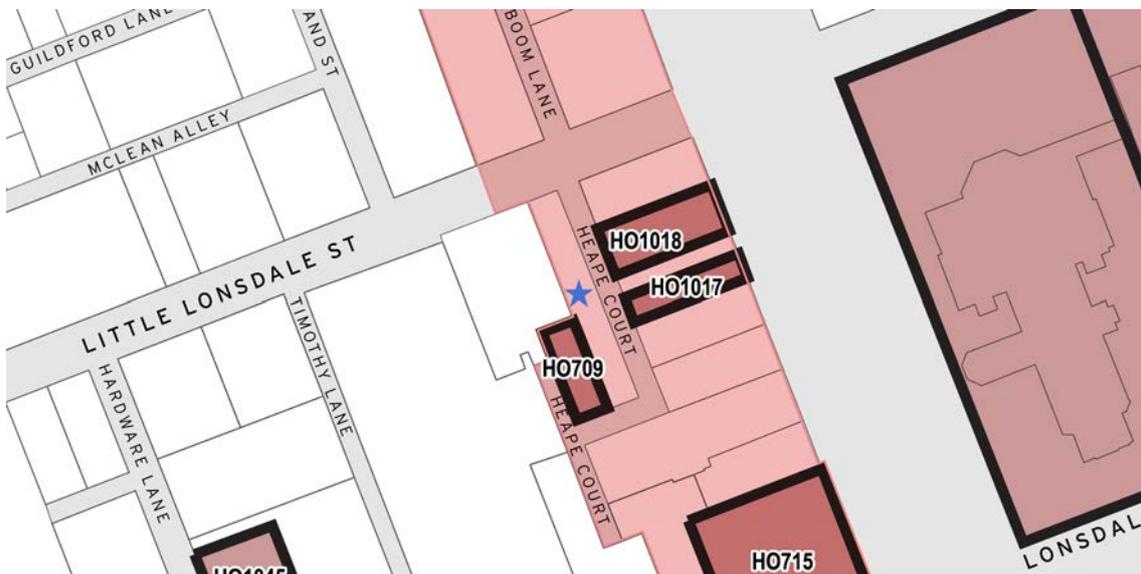


Figure 27 Location of 359 Little Lonsdale Street indicated by blue star



Figure 28 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>49</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>50</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>51</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>52</sup>

The warehouse and hotel to Little Lonsdale Street are shown on the MMBW detail plan of 1894 (Figure 29). 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>53</sup> The former hotel

was sold as part of an executor's realising auction in 1919.<sup>54</sup> By 1923, the hotel building had been demolished and a two-storey motorcycle warehouse and showroom was constructed (Figure 26). Both the rear three-storey warehouse and the new building were occupied by motorcycle accessories retailers Bradshaw, Mitchell Pty Ltd.<sup>55</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.

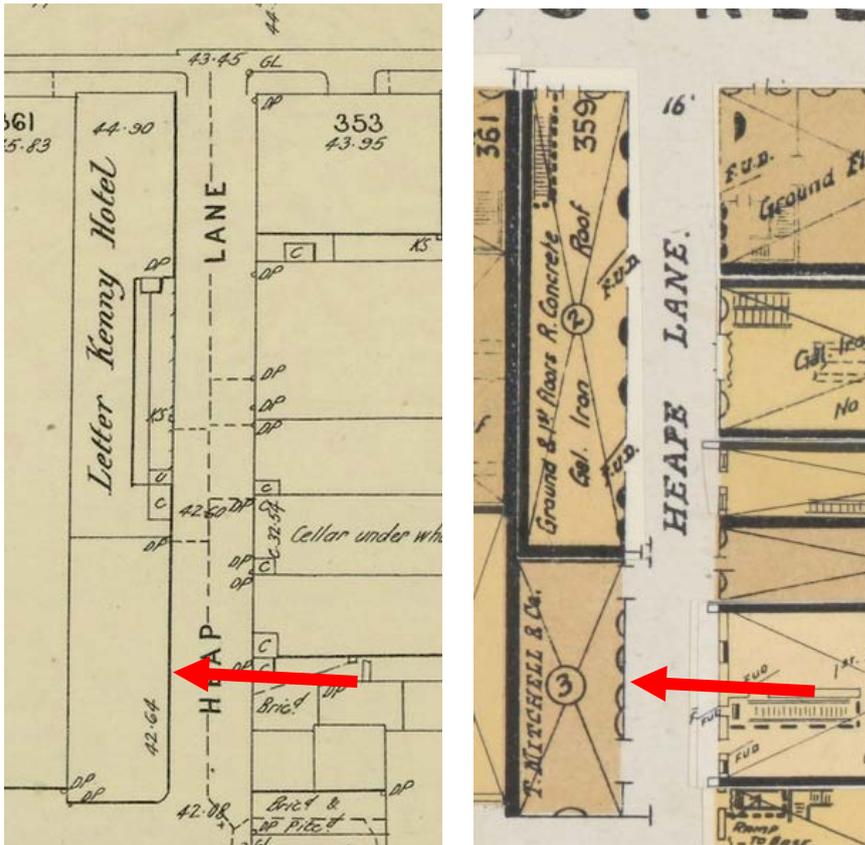


Figure 29 MMBW detail plan no 1017, 1894 (left) and Mahlstedt fire insurance plan, 1923 map 4A (right), with warehouse at rear of 359 Little Lonsdale Street indicated  
Source: State Library of Victoria

### 3.6.3 287-9 Elizabeth Street

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

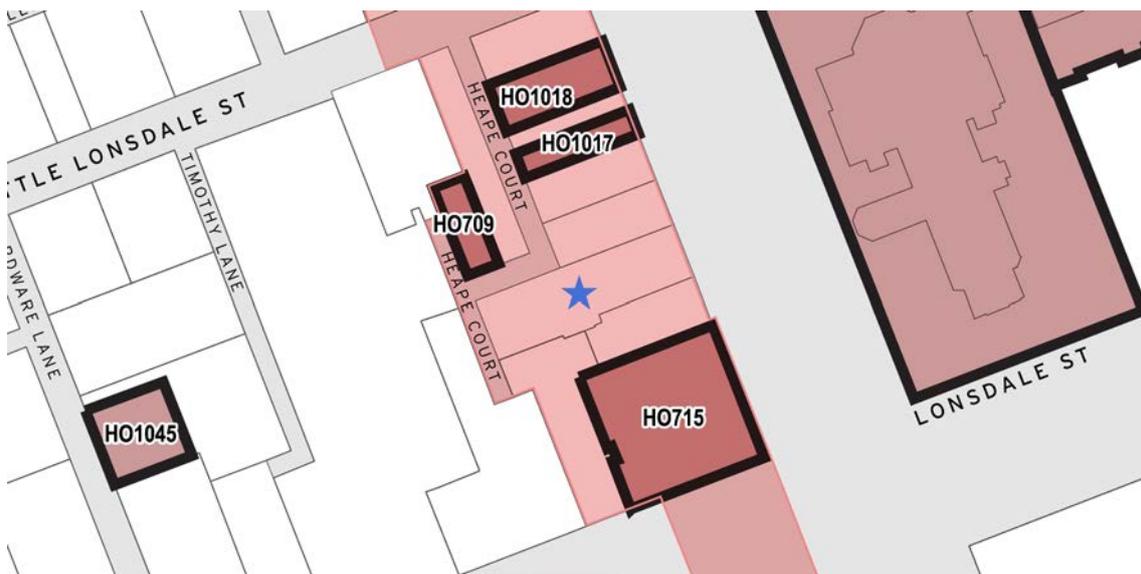


Figure 30 Location of 287-9 Elizabeth Street, Melbourne indicated by blue star



Figure 31 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>56</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>57</sup> In 1889 John Cooper was killed in a road accident, but the firm continued under his name.<sup>58</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>59</sup> The ironmongery continued to operate through the early decades of the twentieth century, and were known for their Bunyip Forest Devil plough.<sup>60</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>61</sup> In 1893, it was reported that a fire had broken out in the single-storey brick offices and store, causing considerable damage.<sup>62</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>63</sup> In 1900, the building is described as a brick shop of two flats (floors).<sup>64</sup> In 1915, the property was again described, as a brick shop and store, of two floors, with a NAV of £325.<sup>65</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>66</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>67</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.

### 3.6.4 307-11 Elizabeth Street

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

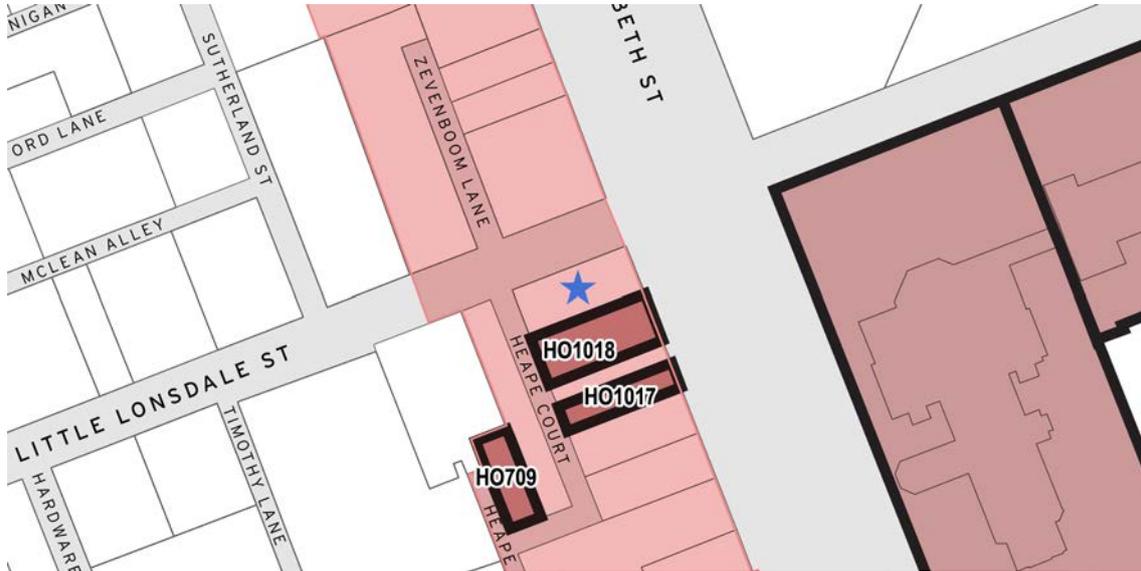


Figure 32 Location of 307-11 Elizabeth Street, Melbourne indicated by blue star



Figure 33 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>68</sup> These incorporated a brick shop and a brick shop and store, both owned by James O'Leary.<sup>69</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>70</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>71</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>72</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>73</sup> The building was illustrated in the *Argus* in October 1926 (Figure 34), which noted that 'the elevation in concrete and brick adds a distinctive note to this rapidly advancing section of the city.'<sup>74</sup> The company installed a petrol pump at the premises.<sup>75</sup> In 1927 the property, still owned by Kinnear, was valued at a NAV of £1,000.<sup>76</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>77</sup> In 1944, the building was occupied as an army depot, and from the 1950s, by an electrical appliance retailer.<sup>78</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>79</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 34). 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.



Figure 34 Illustration of new motor showroom for H & E Kinnear  
Source: *Argus*, 12 October 1926, p. 5

### 3.6.5 Edwardian warehouse, 17 Somerset Place

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

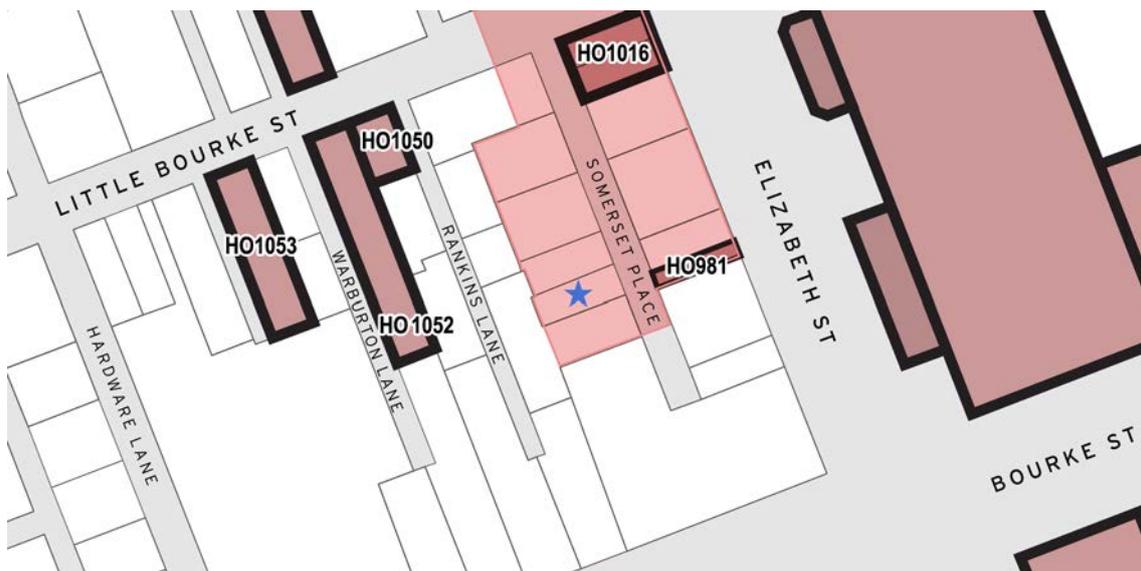


Figure 35 Location of 17 Somerset Place, Melbourne indicated by blue star

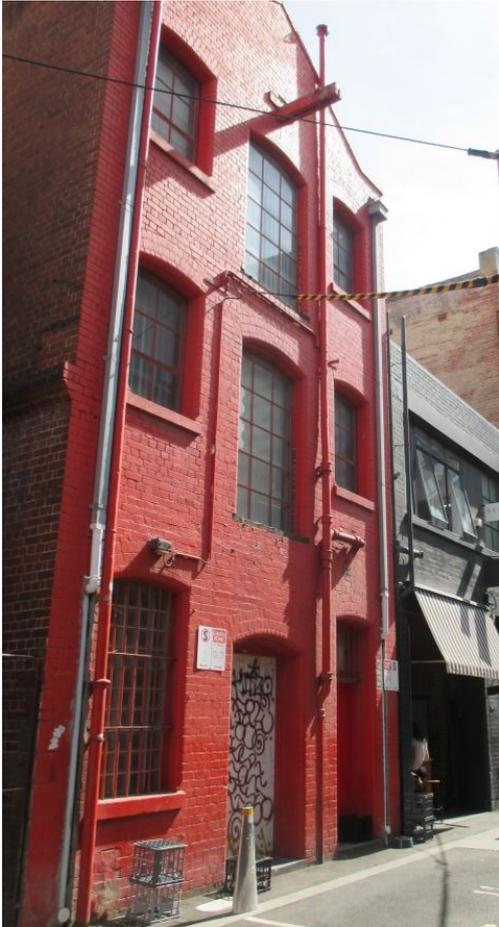


Figure 36 Edwardian warehouse, 17 Somerset Place

### *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>80</sup> The building replaced a single-storey brick foundry, which had occupied the site from as early as 1888.<sup>81</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>82</sup> In 1907 the site was owned by Joseph Kennedy, and described as a brick workshop, valued at a NAV of £24.<sup>83</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>84</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>85</sup> The new building can be seen on the Mahlstedt fire insurance plan of 1910 (Figure 38). 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>86</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.

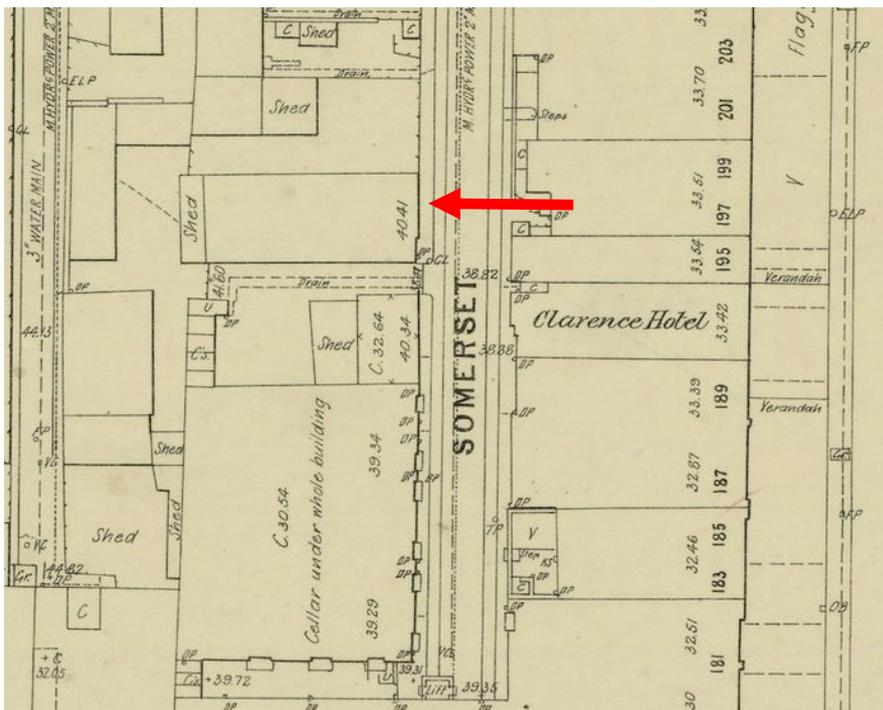


Figure 37 MMBW detail plan no 1016, 1894, showing part of Somerset Place, with subject site indicated, prior to construction of the subject building  
Source: State Library of Victoria

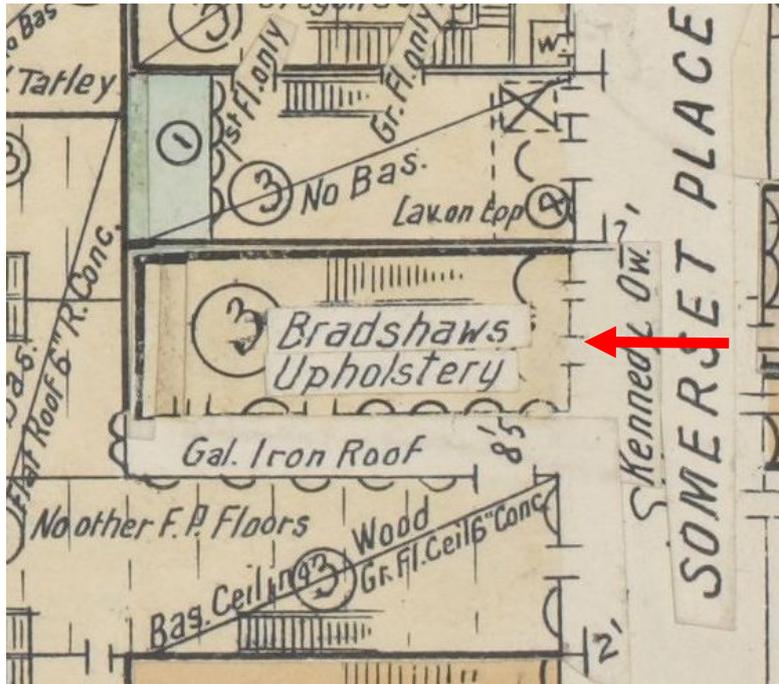


Figure 38 Mahlstedt fire insurance plan, Plan 13, 1910, with three-storey warehouse at 17 Somerset Place indicated  
Source: State Library of Victoria

### 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 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)

### 4.0 Assessment of significance

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

#### 4.1 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.

#### **4.2 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).

### **4.3 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)

#### **4.4 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 39.

## 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 39 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 ‘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.
- 15 *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
- 16 *Argus*, 23 February 1882, p. 9.
- 17 *Argus*, 23 February 1882, p. 9.
- 18 *Argus*, 22 July 1884, p. 7 and MMBW detail plan no 503, City of Melbourne, 1896, held by State Library of Victoria.
- 19 *Argus*, 3 June 1884, p. 7.
- 20 *Argus*, 3 June 1884, p. 7.
- 21 *Argus*, 22 June 1887, p. 1.
- 22 *Argus*, 22 June 1887, p. 1.
- 23 *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
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- 27 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.
- 28 *Leader*, 16 November 1895, p. 6.
- 29 *Sands & McDougall* directory, 1901.
- 30 *Sands & McDougall* directory, 1914, 1925.
- 31 *Argus*, 12 October 1926, p. 5.
- 32 *Argus*, 3 May 1927, p. 8.
- 33 City of Melbourne Building Application Index, 341-43 Elizabeth Street, BA 4750, 15 March 1923, held by Lovell Chen.
- 34 City of Melbourne Building Application Index, 274-278 Little Lonsdale Street, BA 16201, 25 March 1935, held by Lovell Chen.
- 35 *Argus*, 26 October 1956, p. 20.
- 36 *Argus*, 4 February 1927, p. 15
- 37 *Age*, 16 January 1941 and 17 February 1982, p. 11
- 38 *Sands & McDougall* directory, 1950 and 1970.
- 39 City of Melbourne, rate books, Volume 29: 1890, Bourke Ward, rate nos 377-380, VPRS 5708/P9, Public Record Office Victoria, *Sands & McDougall* directory, 1890
- 40 City of Melbourne, rate books, Volume 29: 1890, Bourke Ward, rate nos 1111-1118, VPRS 5708/P9, Public Record Office Victoria.
- 41 *Age*, 23 September 1907, p. 1. and 11 March 1913, p. 7.
- 42 City of Melbourne Building Application Index, 341-43 Elizabeth Street, BA 4750, 15 March 1923, held by Lovell Chen.
- 43 City of Melbourne, rate books, Volume 61: 1925, Bourke Ward, rate nos 1095 and 1096, VPRS 5708/P9, Public Record Office Victoria.
- 44 *Age*, 21 May 1924, p. 7.
- 45 City of Melbourne, rate books, Volume 61: 1925, Bourke Ward, rate nos 1095 and 1096, VPRS 5708/P9, Public Record Office Victoria, *Argus*, 29 September 1925, p. 7.
- 46 *Sands & McDougall* directory, 1901, *Age*, 19 February 1907, p. 4, *Argus*, 7 January 1926, p. 7 and 30 April 1926, p. 9. Note, there are variations in spelling this surname in different sources.
- 47 *Age*, 28 April 1950, p. 6.
- 48 Richard Apperly et al, *Identifying Australian Architecture*, Sydney, 1998. p. 180.
- 49 *Argus*, 7 May 1870, p. 3.
- 50 William Ryan, Probate and Administration Files, 1881, VPRS 28/P2/202, Public Record Office Victoria
- 51 City of Melbourne, rate books, Volume 27: 1888, Bourke Ward, rate nos 1300-1301, Volume 28: 1889, rate no 1264, VPRS 5708/P9, Public Record Office Victoria
- 52 *Argus*, 3 June 1893, p. 12.
- 53 *Australasian*, 12 August 1916, p. 31.

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- 54 *Age*, 27 August 1919, p. 2.
- 55 *Weekly Times*, 7 July 1923, p. 65.
- 56 *Age*, 14 September 1935, p. 22.
- 57 *Age*, 26 April 1879, p. 2 and 16 December 1880, p. 1.
- 58 *Age*, 15 April 1889, p. 6.
- 59 *Sands & McDougall* directory, 1894.
- 60 *Australasian*, 7 September 1912, p. 10.
- 61 City of Melbourne, rate books, Volume 25: 1886, Bourke Ward, rate nos 369, VPRS 5708/P9, Public Record Office Victoria.
- 62 *Age*, 21 February 1893, p. 6.
- 63 City of Melbourne, rate books, Volume 31: 1892-1893, Bourke Ward, rate no 383: Volume 32: 1894-1895, Bourke Ward, rate no 383, VPRS 5708/P9, Public Record Office Victoria.
- 64 City of Melbourne, rate books, Volume 36: 1900, Bourke Ward, rate no 387, VPRS 5708/P9, Public Record Office Victoria.
- 65 City of Melbourne, rate books, Volume 51: 1915, Bourke Ward, rate nos 357, VPRS 5708/P9, Public Record Office Victoria
- 66 Notice of petition to wind up John Cooper & Sons, *New South Wales Government Gazette*, No 51, 19 April 1973, p. 1424.
- 67 Burchett Index, Notice of Intention to Build, City of Melbourne, registration no. 5809, 1893, in Miles Lewis, Australian Architectural Index, record no. 75184, accessed via <http://www.mileslewis.net/australian-architectural.html>, 24 June 2016.
- 68 *Sands & McDougall* directory, 1890.
- 69 City of Melbourne, rate books, Volume 29: 1890, Bourke Ward, rate nos 367 and 368, VPRS 5708/P9, Public Record Office Victoria.
- 70 *Sands & McDougall* directory, 1910.
- 71 *Argus*, 12 December 1916, p. 4.
- 72 City of Melbourne Building Application Index, 307/11 Elizabeth Street, BA 8807, 10 October 1927, held by Lovell Chen.
- 73 John Statham in Goad and Willis (eds), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.
- 74 *Argus*, 12 October 1926, p. 5.
- 75 City of Melbourne, Correspondence from Stillwell & Parry Pty Ltd, Distributor of A.J.S. Motor Cycles, 1 September 1926, VPRS 3183, Public Record Office Victoria, accessed via [http://wiki.prov.vic.gov.au/images/9/93/AJS\\_Motor\\_Cycles.jpg](http://wiki.prov.vic.gov.au/images/9/93/AJS_Motor_Cycles.jpg), 20 May 2016.
- 76 City of Melbourne, rate books, Volume 63: 1927, Bourke Ward, rate no 1072, VPRS 5708/P9, Public Record Office Victoria.
- 77 *Advertiser*, 26 December 1940, p. 10, *Sands & McDougall*, 1940, 1942.
- 78 *Sands & McDougall*, 1944, 1950.
- 79 See 'Bib Stillwell and the Stillwell Motor Group, at <http://www.bibstillwell.com.au/bibstillwell/>, accessed 24 June 2016.
- 80 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.
- 81 City of Melbourne, rate books, Volume 27: 1888, Bourke Ward, rate no 940, VPRS 5708/P9, Public Record Office Victoria.
- 82 City of Melbourne, rate books, Volume 33: 1896, Bourke Ward, rate no 949, VPRS 5708/P9, Public Record Office Victoria.

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- 83 City of Melbourne, rate books, Volume 43: 1907, Bourke Ward, rate no 949, VPRS 5708/P9, Public Record Office Victoria.
- 84 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.
- 85 City of Melbourne, rate books, Volume 44: 1908, Bourke Ward, rate no 951, VPRS 5708/P9, Public Record Office Victoria
- 86 *Argus*, 30 August 1956, p. 15.

Elizabeth Street West Precinct Property Schedule

Lovell Chen 2017

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, 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 three-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	Afghan Valley Restaurant	D	Non-contributory	Three storey former hotel/interwar factory remodelled c.1980s	-	-	
323 Elizabeth Street	Mars Leathers	C	Contributory	Two storey Victorian shop	-	-	Also contributory to Zevenboom Lane.
325-327 Elizabeth Street	Melbourne Convenience Store	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*
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	Significant	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.