



GUILDFORD & HARDWARE LANEWAYS PRECINCT

PRECINCT CITATION

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City of Melbourne

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Key Guildford & Hardware Laneways Precinct



Proposed Heritage Overlay

Figure 1 Map showing proposed Guildford and Hardware Laneways Precinct

1.0 Brief description

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



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

2.0 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.¹ 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.² The creek was later known as the William or Townend Creek (see below), and the future Elizabeth Street would follow the general alignment of the creek. Later flooding events, following European settlement, would be a reminder of the creek and the low-lying nature of this part of central Melbourne.

2.1 Nineteenth century

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

Secondary streets such as Little Bourke and Little Lonsdale Streets allowed for straightforward passage through the city from east to west at mid-block. However, the Hoddle Grid allowed no equivalent movement from north to south. The grid also did not anticipate the laneways which would develop in the nineteenth and into the twentieth centuries within the blocks, and between the streets, mostly on a north-south alignment. There were 80 named lanes in the city in 1856, and by 1935 the number had increased to 235.⁴

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

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

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

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

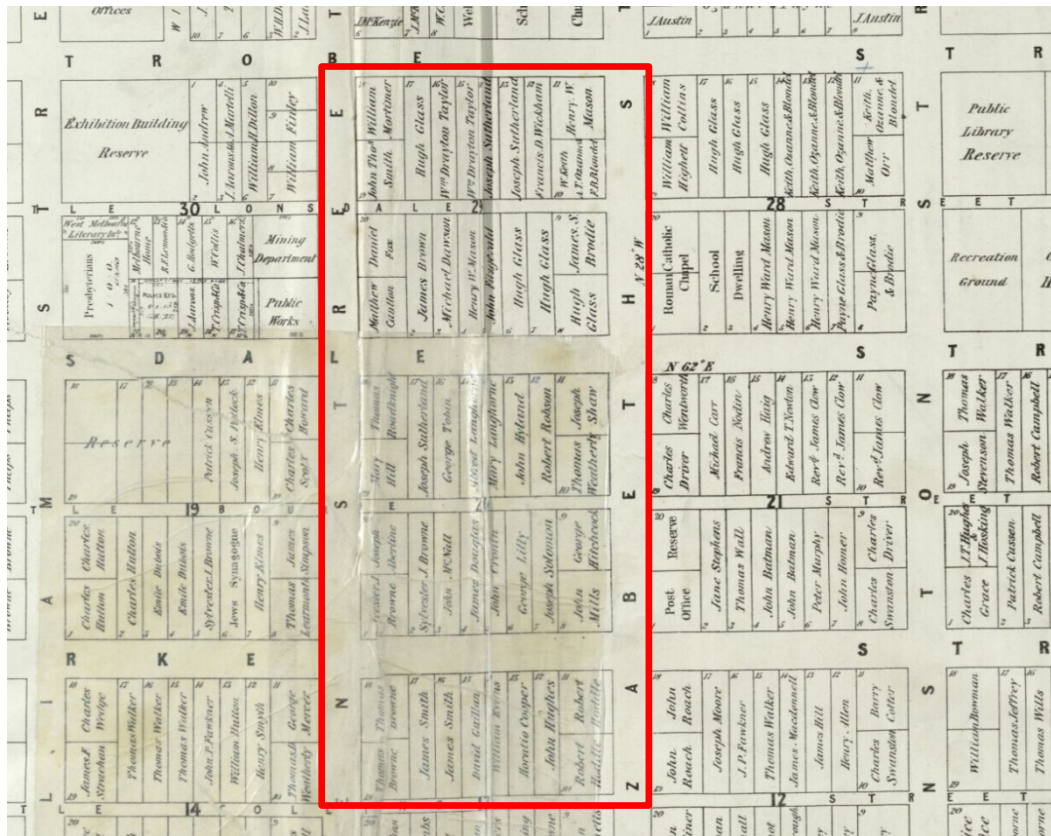


Figure 3 Plan showing original large Crown allotments between La Trobe and Little Collins streets, at 1865, Melbourne, with study area indicated
Source: Department of Lands and Survey, State Library of Victoria

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

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

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

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

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

Goldie Alley, Guildford Lane, Sutherland Street and Bucks Head Lane remained predominantly residential streets in the 1870s, with a mix of small brick, stone and timber houses, although a brick shop and bake house were also located in Sutherland Street in 1872.¹⁶ Niagara and Wright lanes too continued to be occupied by residences, although a brick cordial factory had been established in Wright Lane by William Dawburn by this time.¹⁷

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

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

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

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

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

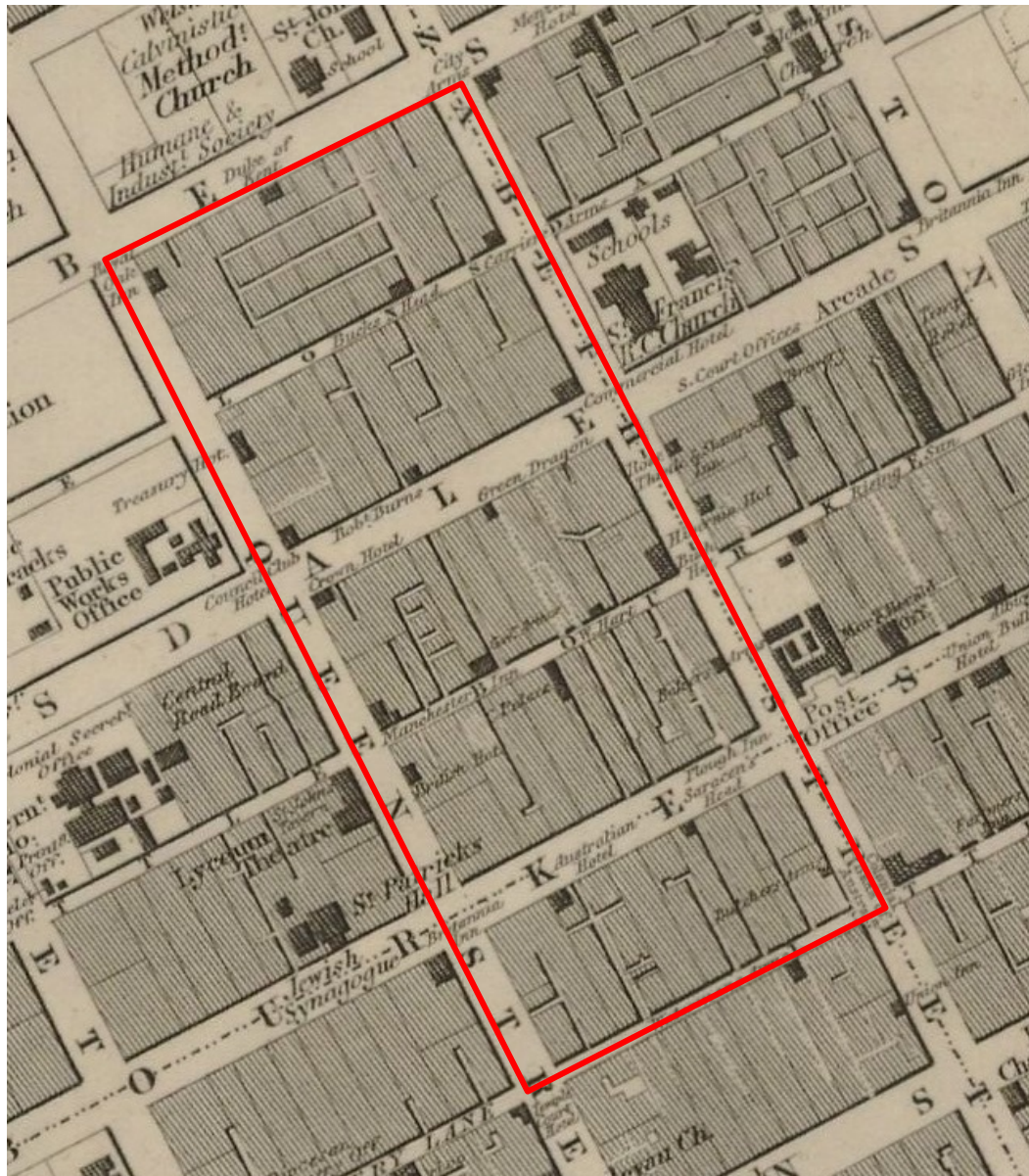


Figure 4 Detail of 1855 Kearney plan of Melbourne, illustrating the proliferation of laneways between Elizabeth and Queen streets by this time. The study area between La Trobe Street at the top and Little Collins Street at the bottom is indicated.
Source: State Library of Victoria

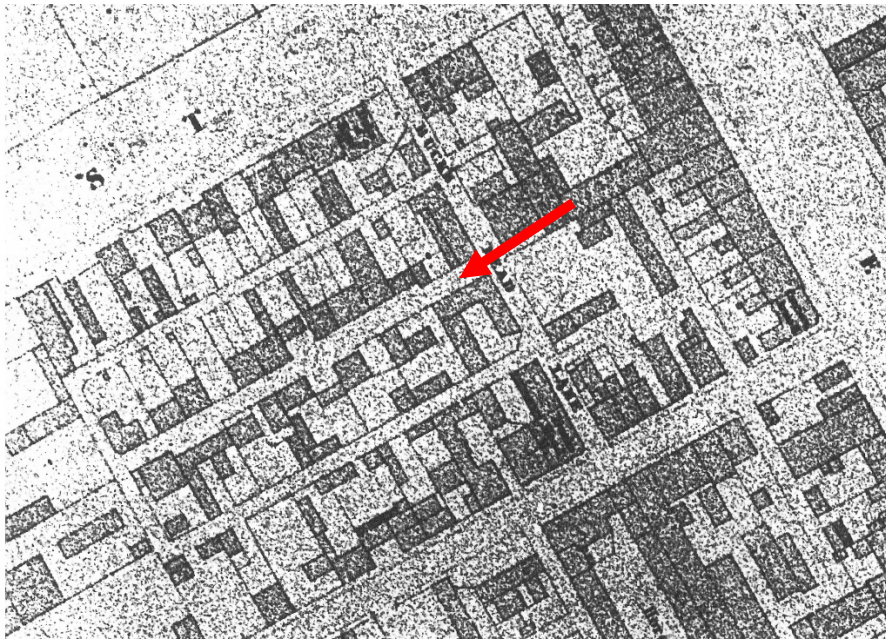


Figure 5 Thomas Bibbs plan of 1857 showing block between La Trobe Street (top) and Little Lonsdale Street (bottom). Guildford Lane indicated
Source: copy held by Lovell Chen, from State Library of Victoria



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



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



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



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



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



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



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

2.2 Nomenclature

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

2.3 Changing use of lanes

It was not until the mid-1880s and into the 1890s that the character of the laneways in this part of Melbourne began to change from residential to more commercial and industrial. This shift saw the construction of warehouses and small-scale manufacturing buildings, which replaced early dwellings. In Wrights Lane, three-storey brick stores were constructed next to a row of brick houses by 1886, with an additional eight, four and five-storey stores built in the street by 1890.²⁴ Similarly, substantial brick warehouses were constructed in Niagara Lane by this time, used as stores for importers Curzens and Harvey and Abraham Harris.²⁵ The *Sands & McDougall* directory of 1894 lists a variety of businesses in Wright Lane including stationers, a laundry, wholesale saddlers, printers, wine merchants and fancy leather workers, with saddle manufacturer Thomas Booth and cigar manufacturers Screen & Moss listed in Goldie Place.²⁶ Rankins Lane, which in the mid-1890s was occupied by a brick warehouse and a 'tin shed', was by 1915 occupied by five brick warehouses, including the bulk store of Blockey and Stone, and a store yard.²⁷ Other businesses in the laneways included tea merchants, importers, bulk stores, clothing manufacturers, and furniture makers.²⁸ The *Australasian* newspaper noted in 1917 that city laneways were being transformed from rights-of-way into business thoroughfares.²⁹ Historian Weston Bate likewise has commented that by the interwar period, there was 'an astonishing mixture of occupations' in the laneways in this part of the city, which operated from the numerous warehouses which had been constructed in the preceding 40 years.³⁰ Warehouse buildings were also constructed in the little streets, including the four three-storey warehouses at 353-359 Little Bourke Street built for John Donne in the early 1890s.³¹

A comparison of plans of Guildford Lane and Sutherland Street from 1894 and 1923 reveals the extent of change which occurred in the precinct in this period. The 1894 plan (Figure 13) shows small brick residences fronting both streets interspersed with a small number of brick warehouse/factory buildings, and the stone stables building at the corner of Sutherland Street and McLean Alley. By the early 1920s, many of these residential and smaller buildings had been replaced with more substantial warehouses (Figure 14). The rate book entries of 1923 list brick warehouses at nos 15, 16-18, 20-22, 23-27, 28, 30-34, 31 and 33-35 Guildford Street, with only two residences remaining at nos 24 and 26.³² One of the former buildings is the two-storey brick warehouse at the corner of Guildford and Flanigan lanes (no 34), which was constructed in stages and occupied by the prominent builder Clements Langford, possibly as a store or workshop. The shift which occurred in Guildford Lane is typical of the broader change in land use and occupation of the area, and the construction of buildings of greater scale and footprint, and can be seen on the aerial photograph of 1945 (Figure 15).

The laneway warehouses became increasingly popular with small-scale printers, publishers and stationers from the late nineteenth century, as well as associated businesses including stereotypers, linographers and bookbinders. In 1904, buildings in Wright (Hardware) Lane were occupied by four printers and a bookbinder; McKillop Street included four printers, a stamper and publishers Ward, Lock & Co; with printers also located in both Niagara and Warburton lanes.³³ This pattern continued through the first half of the twentieth century, with businesses associated with printing and publishing in McKillop Street, Goldie Place and Wright (Hardware), Niagara, Rankins and Warburton lanes.³⁴ These businesses invariably operated from the brick warehouses which were beginning to dominate the laneways, including in Dynon's Buildings in Wright Lane.³⁵ Indicative of the proliferation of printing and publishing businesses is the relocation of the *Argus* newspaper from Collins Street, opposite the Town Hall, to substantial new premises on the north-west corner of La Trobe and Elizabeth streets, just outside the precinct. This use continued through the twentieth century. Indeed, Kenneth James Pty Ltd, one of the last printeries remaining in the central city, ceased trading from its premises in Goldie Place in 2004.³⁶



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

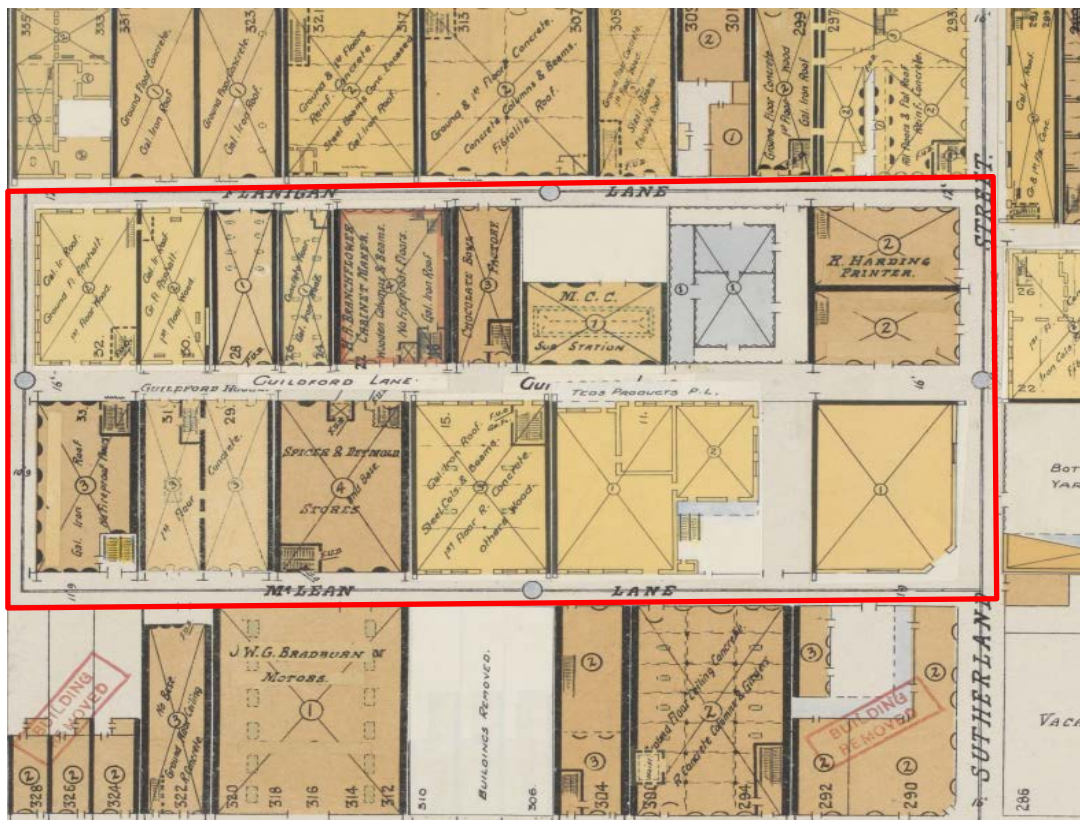


Figure 14 Detail of Mahlstedt fire insurance plan, Section 2, Map 4A, 1923, with buildings in Guildford Lane and Sutherland Street indicated
Source: State Library of Victoria



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

In 1925 the last horse sale was held at Kirk's Bazaar, with the site subsequently sold and the bazaar building demolished. The business of Kirk's had merged with Adamson, Strettle Pty Ltd, moving to new premises in Sydney Road.³⁷ The closure of the 'oldest and most widely known horse mart in Melbourne, and possibly the Commonwealth' attracted a level of newspaper attention and nostalgia that a 'relic of early Melbourne' was to be lost.³⁸ The subdivision of the former bazaar property created an extension of Wrights Lane, with the entire laneway renamed Hardware Lane after Hardware House, constructed at the corner of Little Bourke Street in 1927.³⁹ More brick warehouses were constructed along the western side of the new thoroughfare, including Cyclone House (nos 17-19) in 1930 and Gibson House (no 23) in 1933, with new retail buildings fronting Little Bourke Street, such as premises for saddle makers Farrants.⁴⁰ The Victoria Horse Bazaar, which had operated on Bourke Street adjacent to Kirk's Bazaar from the 1860s, also ceased operation in the 1930s and was replaced with a motor garage, and subsequently a multi-level car park.⁴¹

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

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

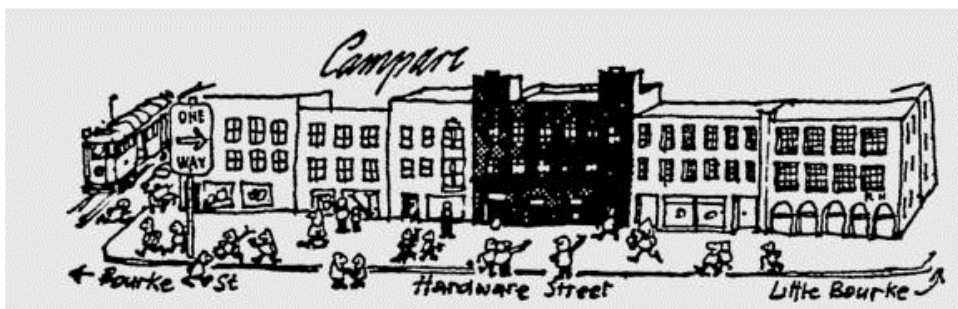


Figure 16 Sketch of Hardware Lane, with pedestrians, 1985, by Roland Harvey
Source: *Age*, 1 August 1980, Weekender, p. 1



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

3.0 Description

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

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

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

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

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

3.1 Block 1 La Trobe Street to Little Lonsdale Street

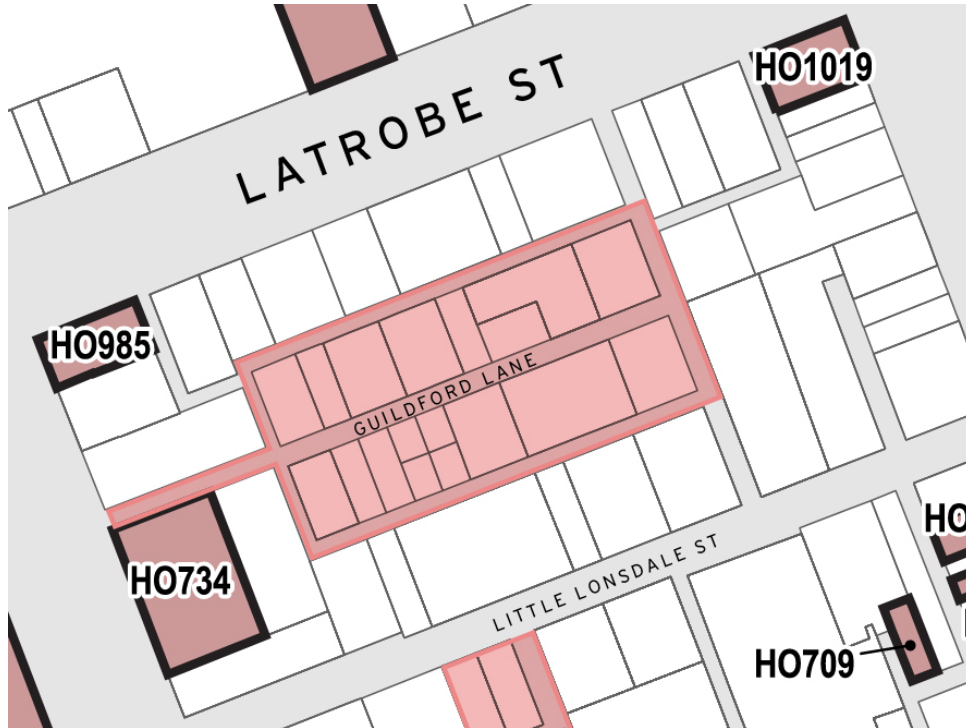


Figure 18 Block 1



Figure 19 Guildford Lane, looking east



Figure 20 Guildford Lane, looking west



Figure 21 McLean Alley

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

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

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

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

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

3.2 Block 2 Little Lonsdale Street to Lonsdale Street

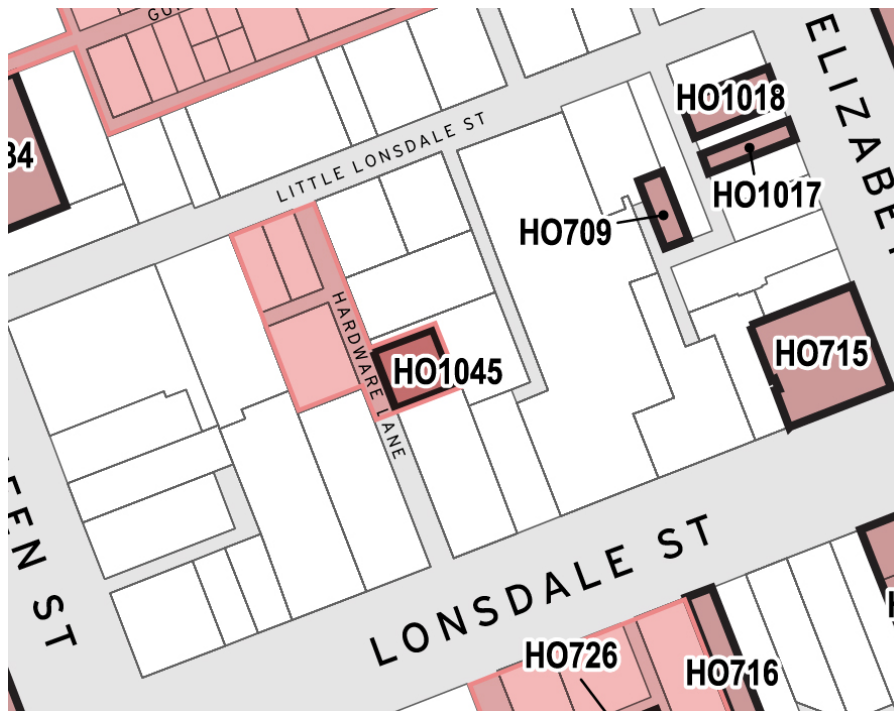


Figure 22 Block 2



Figure 23 Throstle's stores, Hardware Street



Figure 24 Hardware Street

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

3.3 Block 3 Lonsdale Street to Little Bourke Street

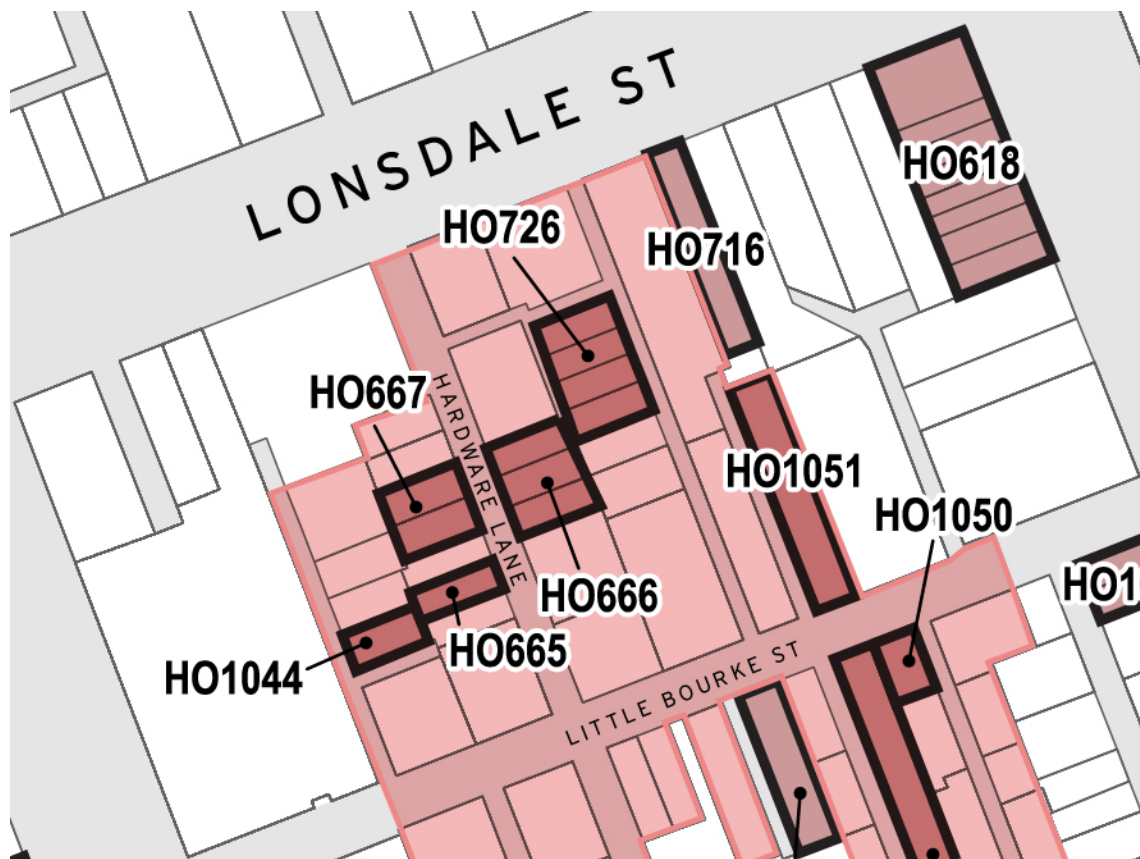


Figure 25 Block 3



Figure 26 Hardware Lane, looking north from Little Bourke Street



Figure 27 Hardware Lane



Figure 28 Goldie Place



Figure 29 Niagara Lane



Figure 30 Warburton Alley

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

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

At its southern end, to the intersection with Little Bourke Street, two notable buildings form a gateway to Hardware Lane, namely Hardware House from which the thoroughfare gets its name; and the former Horse Bazaar Hotel. Hardware House (1926) comprises a six storey building in reinforced concrete. The former hotel (c.1860s) has been substantially altered but retains its original form and sufficient early fabric to help illustrate the evolved nature of this part of the precinct.

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

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

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

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

3.4 Block 4 Little Bourke Street to Bourke Street

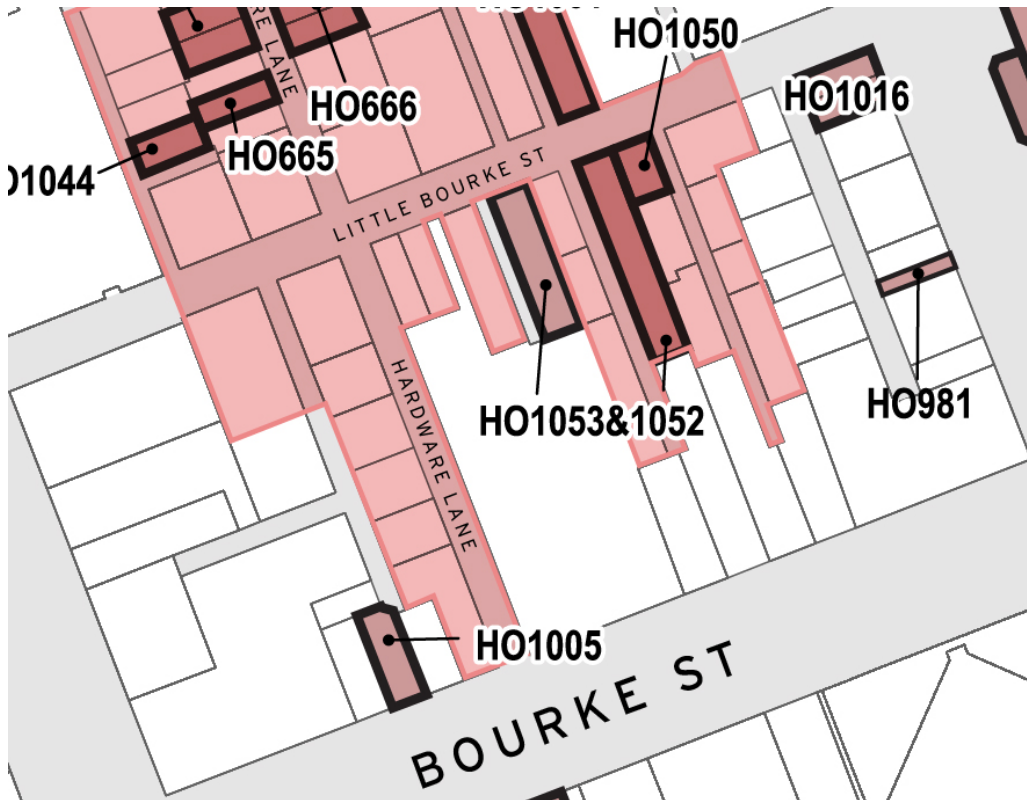


Figure 31 Block 4



Figure 32 Rankins Lane



Figure 33 Warburton Lane



Figure 34 Hardware Lane

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

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

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

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

3.5 Significant properties

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

3.5.1 32-32 Guildford Lane

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

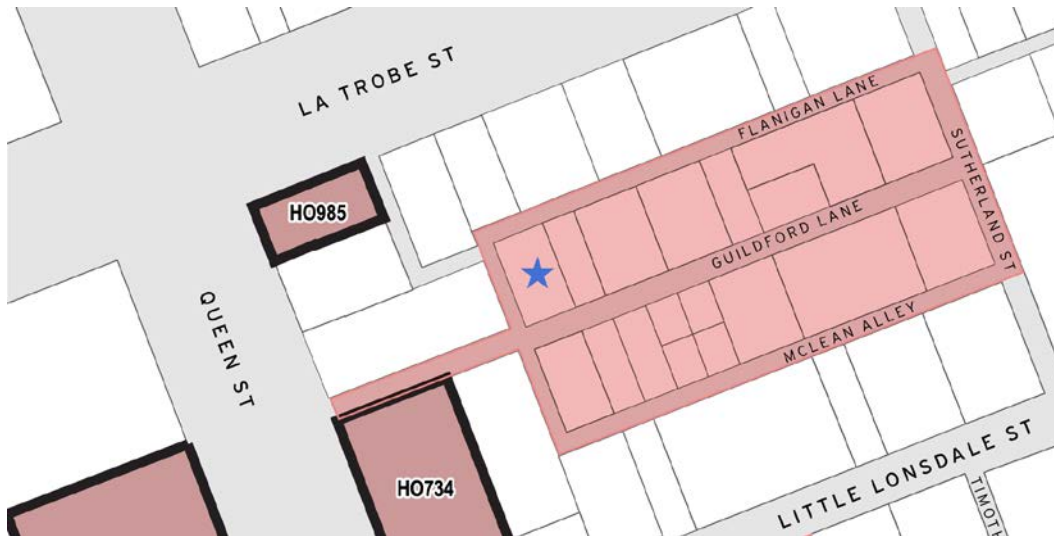


Figure 35 Location of 32-34 Guildford Lane, Melbourne indicated by blue star



Figure 36 32 Guildford Lane

What is Significant?

History

The 1894 MMBW detail plan no 1017 shows this corner site as being no 44 Guildford Lane, and occupied by a small brick building, described as a brick house occupied by James Marsh in the 1896 municipal rate books.⁵² Within ten years, this building had been demolished, and the rate books record the then unnumbered property as 'land'.⁵³ In 1908, a permit was obtained by prominent builder Clements Langford for the construction of a 'stone factory' at the site.⁵⁴ Langford was the builder of a number of significant buildings in Melbourne, including the former Gollin & Company Building in Bourke Street, of 1902; the former E S & A Bank in Swanston Street, of 1928; and the final stages of St Patricks Cathedral, including the towers and spire, in 1926-33.⁵⁵

The 1910 municipal rate books list this stone factory building, with Langford also the owner of the brick house at no 30 and the occupier of the stone house at no 33.⁵⁶ Both properties at nos 30 and 32 were valued at a NAV of £16.⁵⁷ In 1915, the property was described as a brick workshop and store at no 30-34 Guildford Lane, valued at NAV of £20.⁵⁸ Five years later, the brick workshop was valued at a NAV of £100, indicating that improvements had been undertaken at the site.⁵⁹ These works likely include the construction of the brick second level to what appears to have been a single-storey stone building. Although Langford is listed as the owner and occupier of the building in 1920, by 1924, electrical engineers Nilsen Cromie were at the site.⁶⁰

Description

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

How is it Significant?

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

Why is it Significant?

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

3.5.2 Bucks Head Hotel stables, 15 Sutherland Street

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

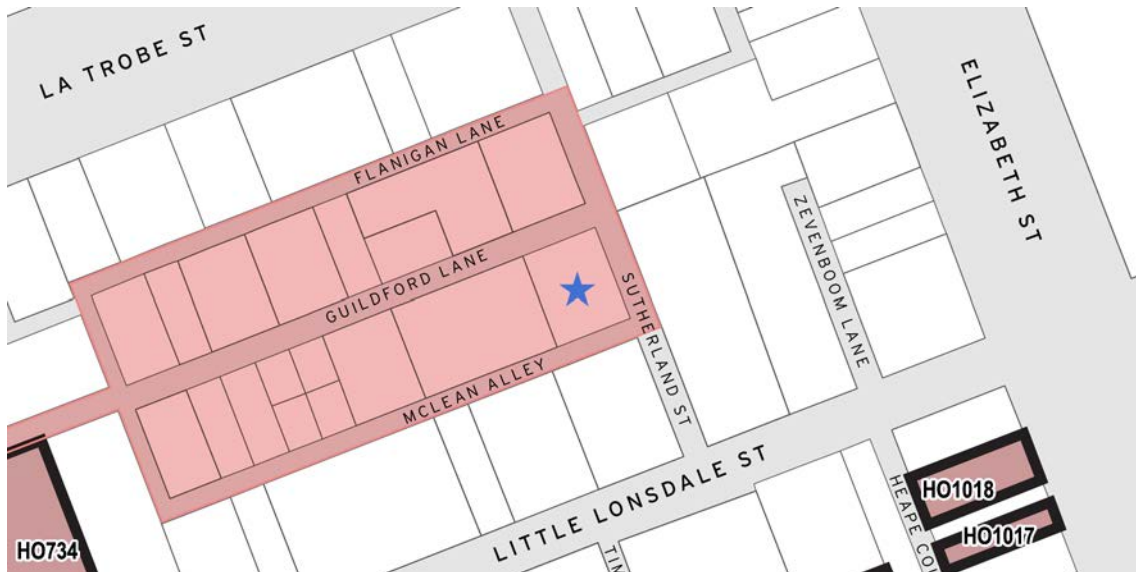


Figure 37 Location of 15-21 Sutherland Street indicated by blue star



Figure 38 Former Bucks Head Hotel stables, 15 Sutherland Street



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

What is Significant?

History

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

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

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

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

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

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

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

Description

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

How is it Significant?

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

Why is it Significant?

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



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



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

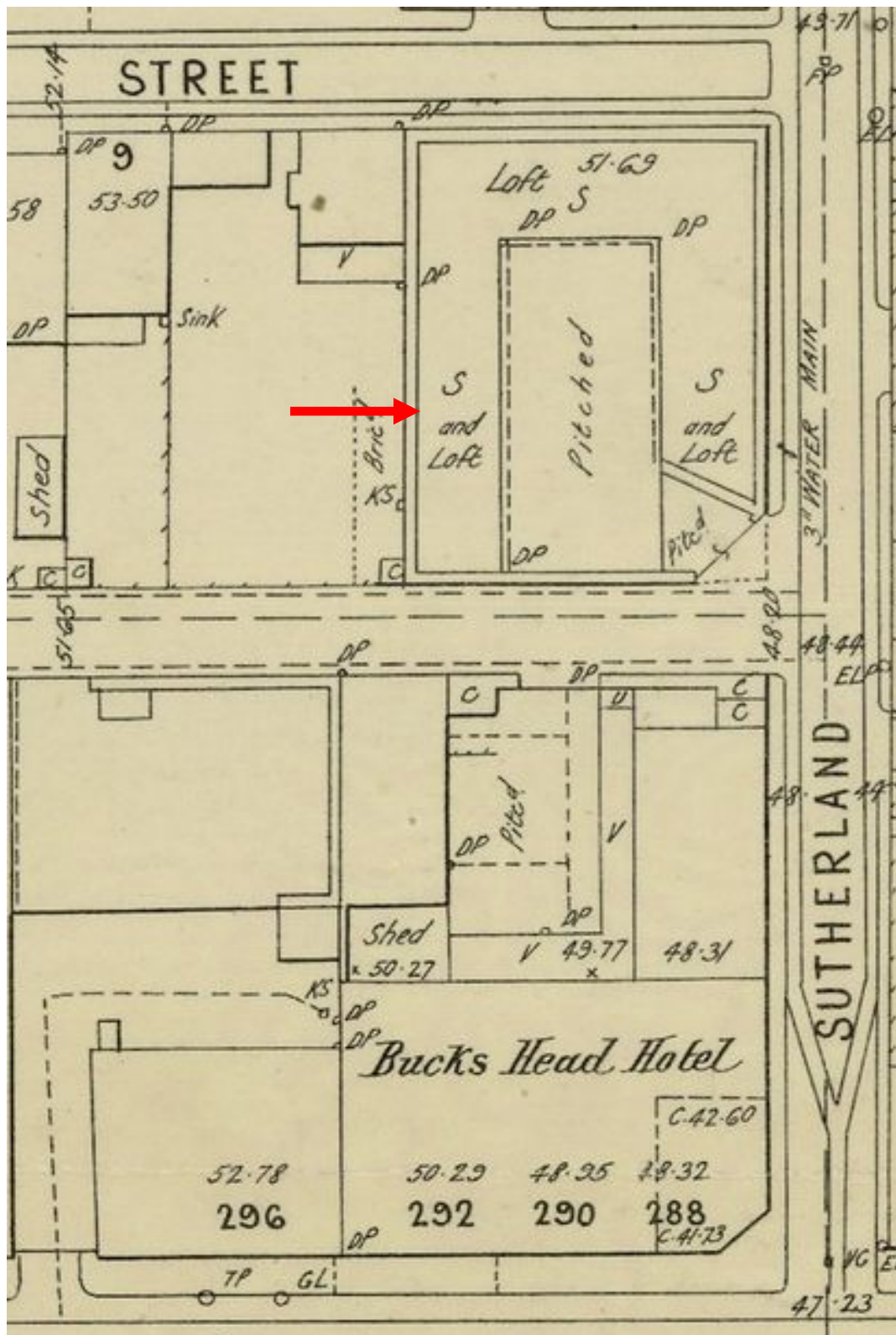


Figure 42 MMBW detail plan 1017, 1894, with Bucks Head Hotel at bottom and the stables to the north (indicated); note the central pitched yard and the U-shaped stables and loft building
Source: State Library of Victoria

3.5.3 Hardware House, 386-392 Little Bourke Street

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

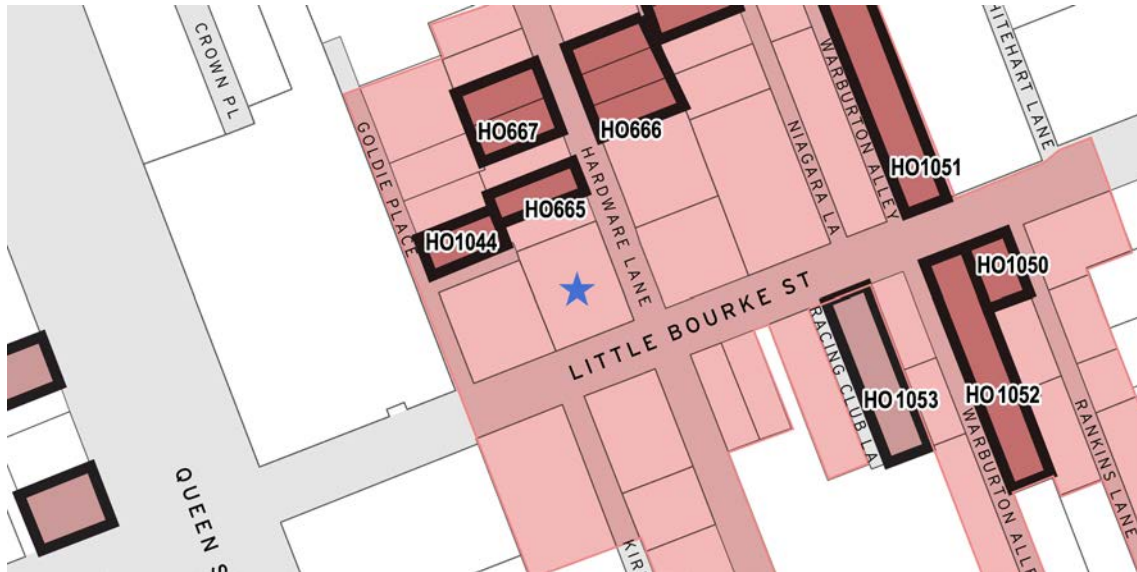


Figure 43 Location of Hardware House, 386-392 Little Bourke Street indicated by blue star



Figure 44 Hardware House



Figure 45 Ground floor façade, Hardware House

What is Significant?

History

In August 1924, the Hardware Club purchased the site of the Governor Arthur Hotel at 386-392 Little Bourke Street for £17,750. The hotel had been unlicensed since 1916.⁷⁴ The Hardware Club was originally formed in the mid-1890s as a social club for members of the hardware trade. Within a year it had 148 members, and within ten years, it boasted over 1,000 members.⁷⁵

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

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

Description

Hardware House occupies a prominent corner in the precinct. Externally, the reinforced concrete⁷⁹ building adopts a straightforward multi-storey composition with glazed shopfronts at ground floor level and five more massive floors above, capped by an overhanging bracketed cornice. The ground floor retains the broad form of its two original shopfronts with original leadlight glazing to highlight windows.

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

How is it Significant?

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

Why is it Significant?

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

3.5.4 Farrant's Building, 387 Little Bourke Street

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

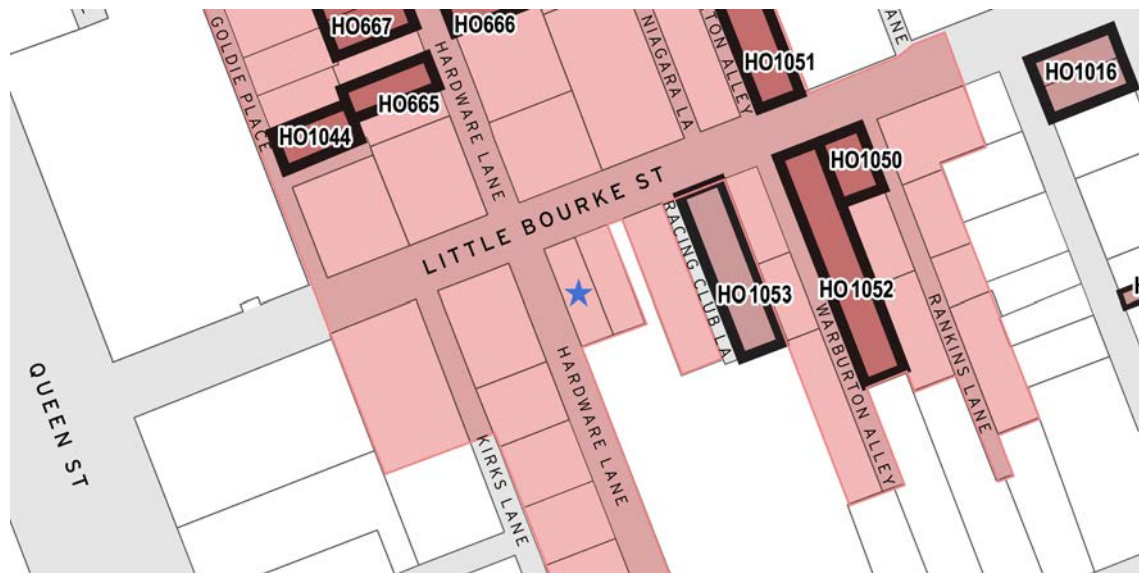


Figure 46 Location of Farrant's Building, 387 Little Bourke Street indicated by blue star



Figure 47 Farrant's Building

What is Significant?

History

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

With the subdivision and sale of land after the closure of the horse bazaar in 1925-1926, Farrant's applied to the City of Melbourne to construct a three-storey building at the Little Bourke Street site, to the corner of Hardware Lane, to a value of £3,700.⁸³ The building incorporated two ground floor shops fronting the newly created extension to Hardware Lane. Farrant's remained at the site at least until the early 1950s, although parts of the building were variously occupied by other businesses including a leather goods merchant, manufacturers' agents and embroiders.⁸⁴

Description

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

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

How is it Significant?

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

Why is it Significant?

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

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Within a Stone's Throw of the Old G.P.O.
NOTE THE ADDRESS—FARRANTS BUILDINGS,
Corner 387 Little Bourke Street and Hardware Street
(Late Kirk's Horse Bazaar Rear Entrance).

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Our Huge Stocks of New and Secondhand Riding Saddles, Bridles, Harness
and Collars Must Be Reduced. No Reasonable Offers Refused.

You are CORDIALLY INVITED to inspect THE LARGEST EXHIBITION OF
HIGH CLASS SADDLERY ever made.

FARRANTS PTY. LTD. 387 Little Bourke St., Melb.
Established 40 Years.

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

3.5.5 Cyclone House, 17-19 Hardware Lane

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

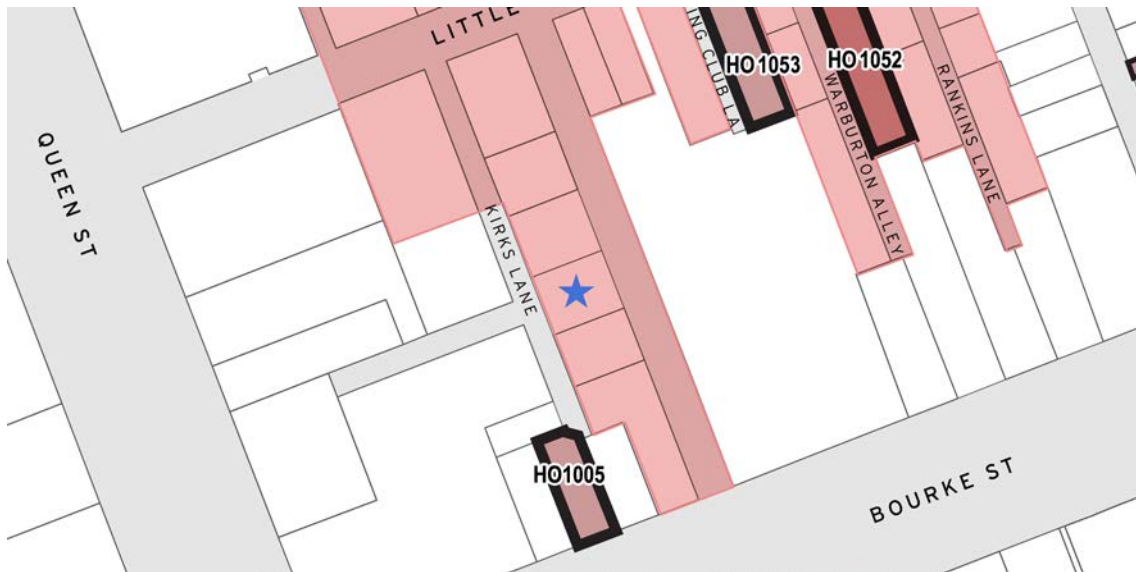


Figure 49 Location of Cyclone House, 17-19 Hardware Lane indicated by blue star



Figure 50 Cyclone House



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

What is Significant?

History

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

The company's occupation of its building, however, was short-lived, with the company putting it up for auction in 1935.⁸⁷ It appears that the building was not sold at this time, but the Australian Broadcasting Corporation (ABC) took up a lease for part of the building for use as temporary studios 'for the broadcasting of plays and other entertainments.'⁸⁸ Cyclone House was again put up for sale in 1946, and was described in the auction notice as 'a modern, three-storey reinforced concrete office building'.⁸⁹ The building sold for £11,000. The ABC continued to occupy Cyclone House into the 1970s, and the building housed its concert and production departments.⁹⁰

Description

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

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

How is it Significant?

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

Why is it Significant?

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

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

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

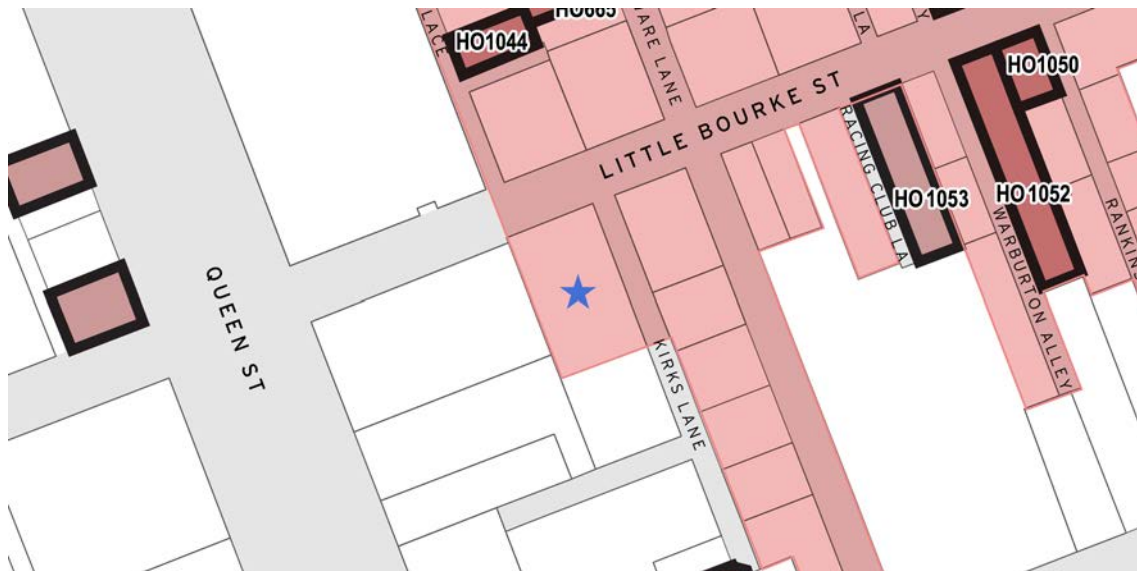


Figure 52 Location of former Day & Sons warehouse, 401-405 Little Bourke Street, indicated by blue star



Figure 53 Subject building, looking west



Figure 54 Subject building, looking east

What is Significant?

History

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

The 1894 MMBW plan shows the subject site at the corner of Little Bourke and Vengeance (now Kirks) Lane to be a largely vacant allotment with a rectangular shed in the south-west corner. In 1911 a four-storey brick warehouse with a semi-basement was constructed (the subject building).⁹² Designed by architects, Ward & Carleton, and constructed by John W Atkinson, the new building was valued at a NAV of £450.⁹³ A single-storey brick shop, occupied by John Dixon and Co stood on the adjacent (to the west) site at 405 Little Bourke Street. Day and Sons traded from the first floor of the warehouse, with their factory on the second floor. The other floors were variously occupied by a tyre company, underclothing manufacturer, and a boot, shoe and leather merchant.⁹⁴

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

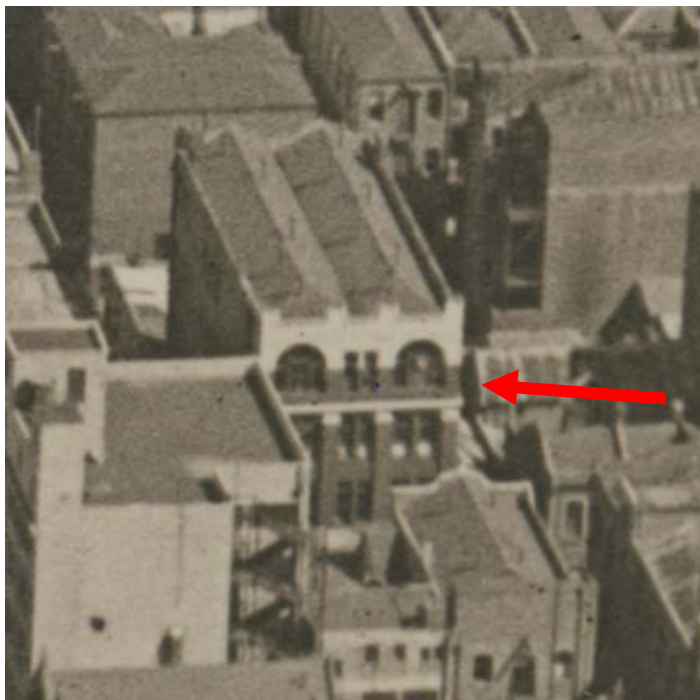


Figure 55 The subject building in 1934, showing the north facade prior to alteration and extension (indicated).

Source: State Library of Victoria



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

Description

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

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

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

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

How is it Significant?

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

Why is it Significant?

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

3.6 Properties with existing individual Heritage Overlay controls

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

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

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

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

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

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

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

How is it Significant

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

Why is it Significant

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

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

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

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

4.4 Key characteristics

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

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

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

5.0 Recommendations

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

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

Identified By

Lovell Chen, 2016

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 - 19 John Freeman, *Lights and Shadows of Melbourne Life*, Sampson Low, Marston, Searle, & Rivington, London, 1888, p. 15. Essay originally published in the *Argus*, 2 May 1874, p. 9.
 - 20 *Sands & McDougall directory*, 1858 and 1864, *Argus*, 30 March 1940, p. 12.
 - 21 *Argus*, 5 January 1849, p. 4, 27 May 1851, p. 4 and 16 October 1851, p. 2. The location of this lane is shown in an incorrect location on the MMBW detail plan no 1016 of 1894, held by State Library of Victoria.
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- 45 *Age*, 17 May 1985, pp. 10-11.
- 46 *Age*, 10 February 1984, p. 35.
- 47 *Age*, 18 September 1981, p. 38 and *Sands & McDougall directory*, 1924, 1950.
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- 68 *Sands & McDougall directory*, 1901.
- 69 *Sands & McDougall directory*, 1905, 1906.
- 70 *Leader*, 12 July 1913, p. 37.
- 71 *Argus*, 31 January 1934, p. 6.

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- 72 Mahlstedt fire insurance plan, 1962, Section 2, Plan 4A, held by State Library of Victoria.
- 73 Based on the historical research undertaken in relation to the precinct.
- 74 *Australasian*, 9 August 1924, p. 42.
- 75 *Argus*, 22 October 1926, p. 13.
- 76 *Argus*, 25 June 1925, p. 11.
- 77 *Argus*, 22 October 1926, p. 13.
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- 79 *Age*, 22 October 1926, p. 12
- 80 See advertisement, 'Farrants Pty Ltd for 45 years', in *Argus*, 2 December 1933, p. 14.
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- 85 *Argus*, 25 August 1930, p. 6.
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- 96 City of Melbourne Building Application Index, 401-405 Little Bourke Street, BA16748, 4 October 1936, held by Lovell Chen.
- 97 City of Melbourne Building Application Index, 401-405 Little Bourke Street, BA16748, 4 October 1936, held by Lovell Chen.
- 98 *Sands and McDougall directory*, 1946, 1950, 1970.
- 99 *Age*, 19 October 1987, p.62; *Age*, 23 March 1988, p.78.
- 100 Apperly et al, *A Pictorial Guide to Identifying Australian Architecture*, Sydney, 1994, pgs. 168-171.
- 101 Apperly et al, *A Pictorial Guide to Identifying Australian Architecture*, Sydney, 1994, pgs. 168-171.

Guildford and Hardware Laneways Precinct Property Schedule

Lovell Chen 2017

Block 1

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

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

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

Block 2

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

Block 3

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

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
63-77 Hardware Lane		A	Significant	Row of four storey Victorian warehouses	HO667	-	Note: there are four buildings in the row. The current Schedule to the Heritage Overlay lists the address as 63-67, which is incorrect; and the current HO667 mapping only applies to 63-67. It should be amended to cover all four building components.
362-364 Little Bourke Street (also 4 Warburton Alley)		C	Significant	Four storey Victorian offices, interwar addition to rear with c. 2000 alterations	HO1051	-	Also significant to Warburton Alley, associated with Victorian building, and not the interwar rear addition.
370 Little Bourke Street		C	Contributory	Five storey interwar offices, with earlier components at rear	-	-	Also contributory to Warburton Alley.
372-378 Little Bourke Street		U	Contributory	Six storey interwar factory to Little Bourke Street, with post-war alterations to principal facade	-	-	The principal façade is non-contributory, with the side contributory to Niagara Lane.
380-384 Little Bourke Street (46 Hardware Lane)		C	Contributory	Two storey Victorian hotel, 1869, with alterations	-	-	Includes single storey north wing which is not contributory. Also contributory to Hardware Lane.
386-392 Little Bourke Street (43-49 Hardware Lane)	Hardware House	C	Significant	Six storey interwar offices	-	-	Also significant to Hardware Lane.
394-400 Little Bourke Street		D	Contributory	Two building components, including three storey Victorian warehouse (398-400) and c. 1925 three-storey warehouse/factory (394-396)			

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

Block 4

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
392 Bourke Street (east wing only, sited north of 388 Bourke Street)		U	Contributory	Large three storey brick late interwar warehouse with an elevation to Warburton Lane.			The main building with an address to Bourke Street is non-contributory and not included in the precinct. Contributory to Warburton Lane.

Address	Name	Previous grading	Significant/contributory	Description	Existing HO	VHR	Comment*
408 Bourke Street (9 Hardware Lane)		D	Contributory	Two storey post-war retail premises with three storey interwar office wing to rear/north side	-	-	Previous D grading applies to the whole of the building, including the post-war building component to the corner of Bourke Street, and the interwar three storey office wing to its north to Hardware Lane. The building to corner of Bourke Street is non-contributory; three storey interwar office wing to north on Hardware Lane is contributory.
13-15 Hardware Lane	Roll'd	C	Contributory	Four storey interwar offices	-	-	
17-19 Hardware Lane	Cyclone House	C	Significant	Three storey interwar offices	-	-	
21-25 Hardware Lane	Campari House	C	Contributory	Three storey interwar offices	-	-	
27-31 Hardware Lane		C	Contributory	Three storey interwar offices	-	-	
353-359 Little Bourke Street		C	Contributory	Three storey Victorian factory/retail premises	-	-	Also contributory to Rankins Lane.
361-363 Little Bourke Street		C	Significant	Three storey interwar factory/commercial building	HO1050	-	Also significant to Rankins Lane.
365-367 Little Bourke Street		C & D	Significant	Three storey Victorian warehouse and commercial building	HO1052		Also significant to Warburton Lane.
369-371 Little Bourke Street	Grill'd Healthy Burgers	C	Contributory	Two storey interwar retail premises	-	-	Also contributory to Warburton Lane.

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

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