

PRECINCT NAME	Flinders Lane East Precinct
STREET ADDRESS	31-149 Flinders Lane, 11-15 Duckboard Place, 130-148 Flinders Street, 10-30 Oliver Lane, ACDC Lane, Duckboard Place, Higson Lane, Oliver Lane, Sargood Lane, Spark Lane and including the rear of 14-30 Russell Street.
PROPERTY ID	Refer schedule



SURVEY DATE: January 2018		SURVEY BY: Context	
HERITAGE INVENTORY	Refer to schedule	EXISTING HERITAGE OVERLAY	HO1030 – 61-73 Flinders Lane HO1026 – 75-77 Flinders Lane HO1032 – 125 Flinders Lane HO638 – 129-131 Flinders Lane VHR H428 – 129 Flinders Lane HO942 – 10-20 & 22-30 Oliver Lane VHR H1135 – 10-20 & 22-30 Oliver Lane HO1033 – 141-143 Flinders Lane HO847 – 145-149 Flinders Lane HO1036 – 130-132 Flinders Street
PLACE TYPE	Heritage Precinct	MAJOR CONSTRUCTION PHASE	1880 - 1930
PERIOD OF DEVELOPMENT	Victorian Edwardian Interwar	ASSOCIATION WITH BUILDER OR ARCHITECT	Sir John Monash HW & FB Tompkins William Henry Ellerker

THEMES

ABORIGINAL THEMES	SUB-THEMES
Research undertaken in preparing this citation did not indicate any associations with Aboriginal people or organisations.	Aboriginal Themes (Hoddle Grid Heritage Review, Stage 2 Volume 3 Aboriginal Heritage, March 2019) have therefore not been identified here
HISTORIC THEMES	DOMINANT SUB-THEMES
5 Building a Commercial City	5.5 Building a manufacturing capacity
	OTHER SUB-THEMES
9 Working in the city	9.1 A working class
	9.2 Women's work

LAND USE

HISTORIC LAND USE			
Archaeological block no: 63, 64		Inventory no: 924-935, 943-945	
Character of Occupation: Commercial			
11-15 Duckboard Place	H7822-1924	125-127 Flinders Lane	H7822-1930
31-35 Flinders Lane	H7822-1952	129-131 Flinders Lane	H7822-1931
37-45 Flinders Lane	H7822-1953	133-135 Flinders Lane	H7822-1932
55 Flinders Lane	H7822-1954	137-139 Flinders Lane	H7822-1933
61-73 Flinders Lane	H7822-1955	141-143 Flinders Lane	H7822-1934
75-77 Flinders Lane	H7822-1956	145-149 Flinders Lane	H7822-1935
87-89 Flinders Lane	H7822-1925	130-132 Flinders Street	H7822-1943
91-93 Flinders Lane	H7822-1926	134-36 Flinders Street	H7822-1944
95-101 Flinders Lane	H7822-1927	138-140 Flinders Street	H7822-1945
103-105 Flinders Lane	H7822-1928	10-20 Oliver Lane	H7822-1947
121-123 Flinders Lane	H7822-1929	22-30 Oliver Lane	H7822-1948
THEMATIC MAPPING AND LAND USE			
1890s		Commercial, Residential	
1920s		Commercial	
1960s		Commercial	

RECOMMENDATIONS

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

Extent of overlay: Refer to map

SUMMARY

The Flinders Lane East Precinct between 31 and 145 Flinders Lane represents the commercial and manufacturing history of the textile, clothing and related industries that operated in the locality from the 1880s through to the 1960s. Distinctive two to six storey buildings remain on the south side of Flinders Lane and the urban form is enriched by a series of laneways.

HISTORY

This Hoddle Grid precinct occupies part of the traditional land of the Kulin Nations.

Whilst this study has not mapped any particular Aboriginal sites within the area of the Flinders Lane East Precinct, this does not mean that none exist, and future archaeological investigation has the potential to reveal evidence of pre-colonial Aboriginal occupation.

Historical context

Distinctive land use precincts had emerged within the city centre by the early 1840s, and within this pattern Miles Lewis has noted that precincts:

remained little changed into the 20th century and...survives today – mercantile and warehousing activity near the Pool [of the Yarra River] and the wharves, banking in central Collins Street, the retailing heart between Swanston and Elizabeth Streets, the medical precinct in the vicinity of Dr...Howitt's house in Collins Street East, and so on (Lewis 1994:22).

Because of the gold rushes, by 1854 Melbourne's population had reached 53,235 (Marsden 2000:26). The gold rushes brought not only a dramatic increase in population to Melbourne but also an increased demand for goods. As the Melbourne Planning Scheme (MPS) states:

With the rapid rise in population came a ready workforce. New railways took workers to the central city where the developing wharves handled the raw materials and finished goods. Bonded stores and warehouses held their position at the west end of the grid, but the east end of Flinders Lane was ideally located to make use of its transport advantages as a manufacturing centre (MPS:64).

Building a commercial City

Building a manufacturing capacity

Following the gold rush population boom, industry grew to satisfy demand and new factory workforces emerged. Import protection, first introduced in 1867, further encouraged manufacturing. For decades, Melbourne was Australia's manufacturing capital. The land that factories were built on tended to be low-lying and undesirable for residential use (Context 2012:44).

Flinders Lane became an important area for clothing manufacturers. Factories tended to be small and specialised (Context 2012:44). The retail function of Flinders Lane was strengthened by increased pedestrian through traffic generated by the proximity of the suburban rail terminus in 1859 (MPS:63).

The area of Flinders Lane in the 1860s is described by the *Encyclopedia of Melbourne*:

By the 1860s, as [Flinders Lane's] swamps were filled in, and as its proximity to the wharf encouraged the construction of warehouses and showrooms, the street gained a reputation as a busy and important thoroughfare, the chosen location of mercantile houses, importers, brewers, timber yards and wholesalers (May 2008).

As the eastern end of the city grid was largely abandoned for residential use, the 'rag trade' moved in. The clothing trade focused on the eastern edge of town, in part for its association with the fashion boutiques and Haute Couture 'Paris' end of Collins Street (MPS:64). A plethora of small businesses opened in Flinders Lane and Little Collins Street. As Barbara Savill notes,

The invention of the treadle sewing machine led to the establishment of many small clothing factories in these narrow streets. In some cases importers could convert the buildings that they occupied so that the ground floor would provide imported dress and tailoring materials, while upstairs there would be small sewing rooms where women were employed to make up what were often called 'shop goods' (Savill 1987).

By the economic boom years of the 1880s, the east end of Flinders Lane was densely built up, with clothing and soft good manufacturers well established, particularly in the section between Swanston and Exhibition streets where Flinders Lane also developed as an adjunct to the retail core (MPS:64).

From the 1880s retail outlets predominated, presenting display windows to the streets with wholesale offices, warehousing and offices above. By the first decades of the twentieth century, the buildings here reached 6-8 storeys, with considerable architectural pretension, showcase windows to the ground and basement floors and several arcades extending the retail frontage further (MPS:65).

In this section of Flinders Lane, the secondary lanes became pedestrian lanes, linking Collins and Bourke streets to Flinders Street station (MPS:65). The north-south lanes of Duckboard Place, Oliver and Higgs Lane were in existence by 1895 but remained unnamed until after the 1920s. East-west linking laneways such as Sargood and Spark Lanes were later to develop, generally beginning as private laneways (Rymer, 2018)

Working in the city

A working class

The textile industry formed an important sector of Melbourne central's economy. In Flinders Lane, from Spring to Queen streets, 'clothing warehouses, manufacturers, mill suppliers, button-and belt-makers, and clothes designers made the lane the centre of fashion, an industry pioneered by Jewish immigrant families such as Slutzkin, Blashki, Merkel, Haskin, Mollard and Trevaskis' (May 2008).

In 1901, the protection tariffs provided to all states of the Commonwealth and the enlarged 'common market' ushered in by Federation aided the development of Australian manufacturing. The advent of World War One in the period 1914-18 provided some stimulus to Australian manufacturing, but for the most part war emphasized the strategic weakness of Australia's reliance on manufactured goods and strengthened arguments for tariff protection, which was provided via the 'Greene tariff' in 1921 (Clark, Geer and Underhill 1996:6).

By 1921, 38% of Melbourne's workers were employed in industry; in turn, the growth of manufacturing stimulated urban growth, with almost all the new factory jobs in Australia between 1921 and 1947 created in Sydney and Melbourne. During the 1920s, Tony Dingle writes, there were 'increases in the scale of manufacturing activity, in the complexity of the equipment and the processes used and in the inter-relatedness of manufacturing production'. The rural sector faltered as it faced an increasingly unpromising world trading environment, but Melbourne boomed and it was manufacturing that led the way (Dingle 2008).

The expansion of new sectors in the manufacturing industry, including the clothing industry, was maintained by buoyant levels of domestic demand, with Melbourne reaching one million people by the end of the 1920s. In addition, incomes stretched further as mass production caused the prices of

some commodities to tumble (Marsden 2000:29; Dingle 2008). The growth of manufacturing in Melbourne in the 1920s was accompanied by the construction of offices to house administration staff and the erection of warehouses to store goods.

From the 1930s, like the rest of Australia, an increasing proportion of the city's workforce took up jobs in manufacturing, an industry that led Australia's recovery from the economic depression of the time, when, Dingle notes:

a steep rise in tariffs, devaluation of the Australian pound, falling wages and electricity costs all made local producers far more competitive internationally. Textiles benefited first, then the metals industries and engineering took over as pacemakers (Dingle 2008).

In the 1920s and 1930s, Commonwealth tariffs on textiles and clothing resulted in the construction in Flinders Lane of a number of factory and warehouse buildings connected with the clothing trade. Compared to the predominant form of earlier single and two-storey buildings, the multi-storey scale of industrial premises built from the 1920s, often importing ideas about design and technology from American examples, demonstrated a different building typology for factory buildings in Melbourne.

By the 1950s, a century of suburban development had shifted residents and factories from the city centre, although the population had levelled rather than steeply declined as immigrants replaced those who moved (Marsden 2000:30-31).

Crowding and a lack of parking forced the Flinders Lane rag trade into decline from the 1960s. By the 1970s only a few manufacturing businesses remained in the city centre.

Women's work

Women were restricted in terms of the paid work that was available to them. Single women found employment as domestic servants and nursemaids in private homes, although these positions had a high turnover — this situation was disparaged by employers as 'the servant problem'. Women also worked as school teachers and nurses, and as 'shop girls', waitresses and publicans. Large numbers of women found employment as machinists in the clothing and foot-ware factories that emerged in the late nineteenth and early twentieth centuries (Context, 2012:55).

Precinct history

Flinders Street (and Flinders Lane) were named after navigator Captain Matthew Flinders who claimed the discovery of Port Phillip in April 1802 aboard the Investigator, but who later conceded the prior arrival of Acting Lieutenant John Murray on the Lady Nelson in February 1802 (RHSV). Flinders Lane was also known as Little Flinders Street until 1948 when the Melbourne City Council declared Flinders Lane the official name (Age 8 June 1948:2).

The subject precinct is located on Crown Allotments 2, 3, 5, 7 and 20 of Block 7; and Allotments 2, 4, 5 and 20 of Block 8, City of Melbourne (Fels, Lavelle and Mider 1993). Figure 1 and Figure 2 shows the area of the subject precinct in 1895.

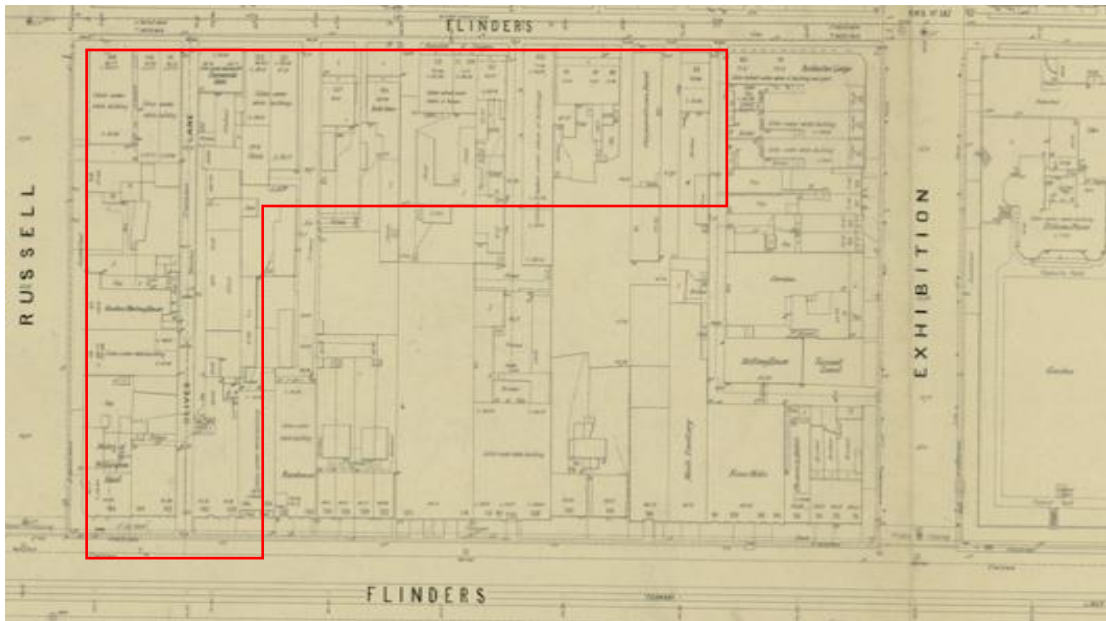


Figure 1. Flinders Lane East Precinct in 1895 between Russell and Exhibition Streets. (Source: MMBW Detail Plan no 1008, 1895)

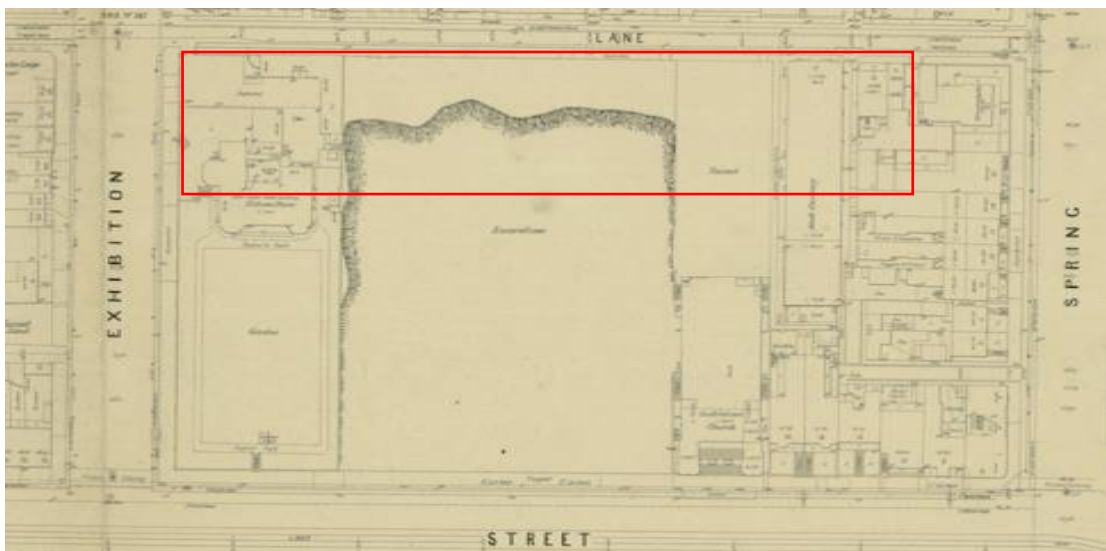


Figure 2. Flinders Lane East Precinct in 1895 between Spring and Exhibition Streets. (Source: MMBW Detail Plan no 1008, 1895)

The dominant use of the Flinders Lane East Precinct is for manufacturing, predominantly clothing and textiles although carriage builders are also present in the nineteenth century. Clothing and textiles become important from c.1910 and grow in importance throughout the century. Some histories of individual buildings marking the main phases and grouped into periods of development are provided below as examples.

Victorian development buildings

Victorian era (1840-1900) factory/warehouse buildings exist at 11-15 Duckboard Place and 103-105 Flinders Lane (Figure 7). These buildings reflect the consolidation of Melbourne's manufacturing and warehousing capacity in the 1880s.

It is believed that the land at 11-15 Duckboard Place came under the control of Melbourne City Council c1885 for use as its Corporation Yard and workshops. The current two-storey brick building at 11-15 Duckboard Place was erected c1885-87 at the rear of today's 91-93 Flinders Lane as a storage facility in association with the Corporation Yard. The Corporation Yard remained at the subject site until 1906 and the existing building was then addressed as part of 91-93 Flinders Lane after the Yard was relocated (S&Mc 1889-1906). The site was then occupied by Henry Henningsen, a Hawthorn builder, between 1906 and 1914 (S&Mc 1907-1915). Around this period, Henningsen erected a number of warehouses in Melbourne, including the three-storey brick warehouse built for P Warland Pty Ltd on the adjacent land at 87-89 Flinders Lane (Mahlstedt Map no 6, 1910). The property at 11-15 Duckboard Place was sold by the Melbourne City Council in 1920 (*Argus* 10 March 1920:3), and by the mid-1920s, had become an integral part of Denniston and Co clothing factory at 91-93 Flinders Lane, with a throughway built on the west elevation of 11-15 Duckboard Place (Mahlstedt Map no 6, 1925). The subject site is adjacent to a right of way, the current Duckboard Place, which was named in 1953 after Duckboard House, a clubhouse established for the South African Active Service Association at 91-93 Flinders Lane (Zhang 2008).

The former coach factory at 103-105 Flinders Lane (numbered 136 Flinders Lane until c1891) was built in 1886 by James Anderson for carriage builders Samwells and Reeves (Figure 7) (MCC registration no 2044, as cited in AAI, record no 76443). In 1888, the building, two-storeys at the front and three-storeys at the rear in that year, continued to be occupied by Samwells and Reeves who conducted their business there until at least 1905 (Fels, Lavelle & Mider 1993, Inventory no 928). The coach factory was built next to H Samwells' residence at 107-109 Flinders Lane which was constructed by James Nation and Co. c1881 (MCC registration no 8611, as cited in AAI, record no 76443). From the first decades of the twentieth century, the building at 103-105 Flinders Lane housed mainly clothing manufacturers through until at least the 1950s when lingerie manufacturers, Fachon Pty Ltd, occupied the premises (*Herald* 4 April 1914:6; *Argus* 7 March 1956:23).

Edwardian development

Edwardian era (1900-1915) buildings exist at 31-35, 37-45, 87-89, 95-101, 121-123 and 133-135 Flinders Lane (Figure 6, Figure 8, Figure 9), and 138-140 Flinders Street. These buildings reflect the growth of the manufacturing sector in the city centre from the early 1900s, after Federation, through until the advent of World War One in 1914.

The former brick warehouse and factory at 31-35 Flinders Lane was built for box manufacturers, Morris and Walker Pty Ltd, c1909 (CoMMaps; *Age* 24 July 1909:8). Morris and Walker leased the building in 1939 to the State Rivers and Water Supply Commission, but continued as owners until 1947 when they sold the six-storeyed brick building for £32,500 to Manchester Unity Fire Insurance of Victoria as an investment (*Argus* 4 September 1947:16; *Age* 4 September 1947:14).

It is likely that the building at 37-45 Flinders Lane, constructed c1910, was built for the J R Blencowe clothing factory, which was in operation at that address by 1911 (*Age* 22 March 1911:6). J R Blencowe won a number of contracts for the manufacture of clothing for the Australian military forces during World War One in the period 1915-1917 (*Commonwealth of Australia Gazette* 13 January 1916:72; 15 March 1917:472). A 1925 map shows that J R Blencowe clothing manufacturers continued to occupy the building at 37-45 Flinders Lane in this year, when the building was described as two storeys at the front and three at the rear (Mahlstedt Map no 3, 1925).

Interwar development

Interwar (1916-1939) buildings exist at 57-59, 91-93, 107-109 and 137-139 Flinders Lane, and 134-136 Flinders Street. The buildings, some designed by architects, reflect the continued demand in the 1920s for factory and warehouse space in the city centre for the growing manufacturing sector.

A modern factory building, named Dominion House, was built at 57-59 Flinders Lane in 1925-26 (Figure 5). The nine-storey building was designed by architects and consulting engineers, Henry Hare and Hare, to 'meet the requirements of the better-class factory...[with] particular attention to detail in lighting, construction, escapes and convenience of employees' (*Herald* 4 November 1925:4). Only three storeys, however, were constructed on the Flinders Lane frontage and six storeys at the rear. A further three floors of reinforced concrete, designed by the same architects and constructed by master builders W E Cooper Pty Ltd (*Building* 1929:51) were added to the building in 1929, bringing the Flinders Lane frontage to six storeys and the rear section to nine storeys. Other innovative features of the building included its fire resistance, separate passenger and goods elevators, wide column spacings to provide unobstructed work areas, a flat roof for the recreation use of tenants, 14 inch brick walls without windows to the west to provide improved insulation, and steel window frames on reversible pivots filled with ribbed prismatic glass to facilitate the distribution of diffused light. Each floor was capable of carrying 100 persons (*Herald* 4 November 1925:4; *Examiner* 10 May 1929:5).

In 1930, Dominion House was occupied by a number of businesses, including machinery importers and warehousemen, and a variety of manufacturers involved in the making of children's clothing, mantles, knitted goods and umbrellas (S&Mc 1930). Dominion House and the adjoining building at 49-57 Flinders Lane were offered for sale at auction on 7 April 1936. The highest bid was £40,000, at which price the property was withdrawn for private sale by the auctioneer (*Argus* 8 April 1936:16). Dominion House was sold for £34,500 to the Presbyterian Church of Victoria as an investment in 1946 (*Construction* 6 February 1946:5). A City of Melbourne building application notes that a permit for the addition of two storeys to the front part of Dominion House was made on 20 May 1959 (MBAI).

The factory/warehouse buildings at 91-93 Flinders Lane and 95-101 Flinders Lane were both owned in 1925 by clothing manufacturer, Denniston and Co. In that year, the buildings at 91-93 Flinders Lane comprised a three-storey brick factory (built in 1925) with a single storey store at the rear. In 1925, a single storey brick factory, constructed c1907 by builder R McDonald for Denniston and Co, existed at 95-101 Flinders Lane (MCC registration no 588, as cited in AAI, record no 76496; Mahlstedt Map no 3, 1925; MBAI). In 1938-39, the three-storey brick building with a two-storey section at the rear at 91 Flinders Lane was refurbished and renamed 'Duckboard House' to create new club premises for the Melbourne branch of the Returned Sailors and Soldiers Imperial League, associated with the South African and Active Service Association (*Argus* 8 July 1939:18).

Denniston and Co was established by James Denniston, a Yorkshireman, who was the managing director of the Doveton Woollen Mills in Ballarat in the 1890s. About 1896 Denniston conceived the idea of establishing a clothing factory to operate in association with the Doveton mills. With his two sons, H B and Chas E Denniston, and J Pearson, Denniston formed a company under the name of Pearson and Co to manufacture men's clothing in a factory in Melbourne at the corner of Little Lonsdale and Patrick streets. About eighteen months later the company moved to Russell Street and c1907 built a large factory in Flinders Lane where it carried on business under the name of Denniston and Co (*Age* 19 December 1936:8).

A three-storey factory with basement was constructed at 107-109 Flinders Lane c1920, with an application to make alterations to the factory building submitted to the City of Melbourne in 1921 (CoMMaps; MBAI). In 1920, the building housed a number of manufacturers, including makers of fancy leather goods in the basement; of Beehive Wools on the ground floor; and of underclothing and children's garments on the first floor. Blouse makers and knitters, the Mutual Manufacturing Company, occupied the second and third floors (S&Mc 1920). By 1923, a further two storeys had been added to the building. In this year, a five-storey reinforced concrete building was advertised for sale at 107-109 Flinders Lane. The auction notice stated that the building had been erected under the supervision of Sydney architects, Stone and Siddeley (*Argus* 22 September 1923:2). The building was later named Lisscraft House when it housed ladies clothing manufacturer, Lisscraft Creations (Figure 3, Figure 4).

H W & F B Tompkins, architects of 141-143 Flinders Lane

The *Encyclopedia of Australian Architecture* contains the following entry for architects H W and F B Tompkins:

H. W. & F.B. TOMPKINS, architects were established in 1898 when the brothers won a design competition for the Commercial Travellers Association CTA Clubhouse, 190 Flinders Street, Melbourne. Henry Harry William (1865-1959) and Frank Beauchamp Tompkins (c1867-1952) were born in England and educated in South Africa.

The competition win established the firm and by the early 20th century, H.W. & F. B. Tompkins was a leading commercial firm. Their commercial work up to WWII reflects the three influences popular at the time: the Romanesque style popularised by such architects as H.H. Richardson in the United States during the late 19th century; the Baroque Revival of the early 20th century, popular in Chicago and San Francisco after 1908; and the Moderne or interwar functionalist style of the 1930s.

The firm is one of the longest surviving in Victoria. In the 1950s it became Tompkins & Shaw when P.M. Shaw entered the partnership and then Tompkins, Shaw & Evans when Stan Evans joined. In 2003 it was acquired by Michael Davies Associates, forming a new firm, Tompkins MDA Group (Beeston 2012:707-708).

Sir John Monash – Monash & Anderson, engineers of 10-20 and 22-30 Oliver Lane

John Monash was a leading figure in the field of engineering, particularly in reinforced concrete. After World War One he was knighted in 1918 for his role in leading five Australian Divisions on the western front. Returning to Australia he became General Manager of the State Electricity Commission of Victoria. He also worked as an engineer, joining with John Thomas Anderson and builder and cement manufacturer David Mitchell. Monash and Anderson owned the Australian patents for the Monier construction system which was used in many bridges throughout Victoria (VHD, 18 & 30 Oliver Lane). Joshua Thomas Noble Anderson practised innovative engineering during difficult times in the economic depressions of the 1890s and 1930s, and in June 1894 the firm of Monash and Anderson opened at 49 Elizabeth Street, Melbourne (www.auspostalhistory.com/articles/1859.php).



Figure 3. Flinders Lane between ACDC Lane (formerly Corporation Lane) and Russell Street showing Lisscraft House at 107-109, the Blood Bank at 113 (now demolished), Austin House at 121-123, and Keith Courtenay Pty Ltd at 125-127. (Source: Halla c1972, SLV H36133/485 [copyright](#))



Figure 4. Flinders Lane between ACDC Lane (formerly Corporation Lane) and Exhibition Street showing Lisscraft House at 107-109, Walton Textiles at 103-105, and nos.87-95. (Source: Halla c1972, SLV H36133/484 [copyright](#))



Figure 5. Showing a drawing of the Dominion House factory building at 57-59 Flinders Lane. (Source: *Herald* 4 November 1925:4)

PRECINCT DESCRIPTION

The Flinders Lane precinct is relatively large, spanning nearly two whole blocks of the Hoddle Grid between Spring and Russell Streets. The borders of the precinct exclude Shell House forecourt and Milton House at 21 Flinders Lane, commencing at 31-35 Flinders Lane and extending to the corner of Russell Street.

While the precinct has several individual buildings with Heritage Overlays, and more than one state listed building, it has many other places that contribute to its diversity of scale and appearance. It also has a fine network of laneways intersecting with Flinders Lane. Building heights are generally between two and six storeys with some examples of taller contemporary buildings. Flinders Lane derives its character from this scale and reflects its history of manufacturing, particularly industries associated with textiles and clothing.

The Flinders Lane precinct retains a richness of character and a fine-grained urban form for much of its length. The description of the precinct is divided into five geographic sections below.

Between Spring Street and Exhibition Street

Heading west between Spring and Exhibition Streets there are two predominant scales of buildings. There is a predominant 2-4 storey scale of commercial building and the four-storey warehouse with giant order brick arches at no.31-35. An entry to the large carpark that leads through to Flinders Street forms a link between the lower and taller scales of the city block. The carpark adopts a similar scale to no.37. Immediately west of the carpark the scale changes to Dominion House (now eight-storey Manhattan Apartments at no.57-59 Flinders Lane), Sargood House (61-73 Flinders Lane) and the Alley building (75-77 Flinders Lane). These interwar warehouses make a large contribution to the urban form of the precinct. Contrasting this the north side of Flinders Lane is dominated by the rear of the IM Pei designed twin towers at Collins Place. Looking East there is a view of the Treasury Gardens between the tall towers at the corner of Spring Street and Flinders Lane.



Figure 6. 37-45 Flinders Lane. (Source: Context 2017)

Between Exhibition Street and Higgs Lane

Across Exhibition Street the scale of the precinct is lower and includes several two and four storey buildings with a rich tapestry of laneways wrapping around these. At the corner of Malthouse Lane and Duckboard Place no.87 the three-storey warehouse is viewed in three dimensions. The façade is modelled on the American Romanesque style like no.31-35 Flinders Lane. Duckboard House at 91-93 Flinders Lane is a much-altered interwar warehouse, refurbished in 2008. Two low-scale buildings at 95-101 and 103-105 Flinders Lane provide a human scale to the street, particularly the single storey former textile warehouse at no.95-101 Flinders Lane with its distinctive arched windows and an elaborate pedimented entrance. No.103-105 has a two storey Victorian shop and residence in close to its original form. The view of the side of this building down ACDC Lane is magnificent with its large multipaned windows in a face brick wall lighting the coach building factory.

Across ACDC Lane the four-storey former Lisscraft building at 107-109 Flinders Lane is still legible as an interwar four storey warehouse but has undergone alteration to the windows and the ground floor as well as having two additional floors added. Lisscraft House contains a rare birdcage lift interior in the foyer. A second car park within the Flinders Lane precinct occupies a large site at no.113 and was designed by architects Denton Corker Marshall in 1989. Nos.121-123 and the Higson’s Buildings at 125 Flinders Lane (HO1032) are five-storey buildings with large windows and are of identical scale. Whilst no.121-123 has undergone some alterations to the windows and the ground floor it is still legible as an interwar warehouse.



Figure 7. 103-105 Flinders Lane and ACDC Lane. (Source: Context 2017)



Figure 8. Flinders East Precinct, from corner of Malthouse Lane. (Source: City of Melbourne 2018)

Between Higsons Lane and Russell Street

The block between Higsons Lane and Russell Street has buildings of varying scales that comprise a streetscape of diverse characteristics both in period of construction, style and typology. One of the oldest warehouses in the area built in 1857 is at 129 Flinders Lane (HO638). The side wall of this property contributes to the character of Higsons Lane. Of a similar scale but less intact is the Victorian warehouse with a pediment remaining but with a greatly enlarged upper floor window. At no.137-139 the former Bank of New South Wales from 1924 is highly intact. It is designed in an interpretation of the Gothic revival deemed in the nineteenth century to be a highly appropriate style for banks but adapted for the early twentieth century. The side of this building contributes to the character of Oliver Lane. Pawson House (HO1033) at no.141-143 designed in the moderne style by HW & FB Tompkins has a fine art deco interior with the entry lobby, stairs and lift interior contributing to its interwar style. 145-149 Flinders Lane (HO847) is the third Romanesque revival building in the precinct and is also by Tompkins architects but dating from the Edwardian period. It has an exceptionally rich and decorated exterior to both Flinders Lane and Russell Street.



Figure 9. Flinders Lane East Precinct, from corner of Flinders Lane and Russell Street. (Source: City of Melbourne 2018)

Oliver Lane to Flinders Street

Oliver Lane is paved with bluestone and is also a street frontage for the buildings fronting it. Views through Oliver Lane to the Yarra River enhance the pedestrian environment and there is a particularly fine view of the side elevation of 42 Russell Street (former Royal Bank of Victoria) to the north. Oliver Lane comprises several excellent buildings that front it. Two concrete warehouses of four and six storeys at nos.10-20 and 22-30 Oliver Lane are designed by engineer Sir John Monash (Monash and Anderson) and represent very early uses of reinforced concrete construction in the early 1900s. The rear of nos.18 and 30 Russell Street also contribute to the character of Oliver Lane. Brooks Building at no.24-30 Russell Street was built in 1915 but rebuilt after a major fire. The rear elevation is a fine face brick warehouse of five storeys. A contemporary three storey building at 14-22 Russell Street dates from the late 1960s and the earlier form of this building is evident as a brick façade of two storeys along Oliver Lane. The laneway has a good pedestrian link to Flinders Street and provides space for an outdoor café outside no.18. The precinct includes the rear of 24-30 Russell Street.

Other laneways

Duckboard Place is the setting for Duckboard House and connects with ACDC Lane to form a circuit around the three Flinders Lane buildings. The lane displays a uniform streetscape of low scale and red brick industrial buildings.

ACDC Lane connects with Duckboard Place to form a circuit and has a uniform streetscape of low scale industrial buildings that is significant.

Higson Lane is similar in character to Duckboard Place and ACDC Lane in displaying a consistency of warehouse building types. The blank brick wall of the car park is a contemporary feature but there are fine brick facades on both sides of the laneway. It has a fine view of the rear of a Flinders Lane property. Epstein House at no.134-136 Flinders Street is a fine interwar shop and manufacturing premises associated with the textile industry. It has been assessed as part of the Hoddle Grid Heritage Review to be of individual significance. 138-140 Flinders Street, a former eight storey office from the 1880s is refurbished into apartments but is still legible as a nineteenth century building for the lower floors. The third building in this block of Flinders Street within the precinct is no.130-132, an 1880s Renaissance revival warehouse by William Henry Ellerker.

INTEGRITY

The south side of Flinders Lane between Spring and Russell Streets retain a high percentage of buildings from the nineteenth and early twentieth century. The current buildings represent the second or third development of their sites with the earliest remaining building dating from 1857, but most relating to the period between 1890 and 1930. The north side of Flinders Lane between Spring and Exhibition Streets has been comprehensively redeveloped into the superblock of Collins Place and no longer relates to the south side of the laneway. Infill development on the south side at no.27 and even the carpark entrance at no.55 have kept a similar scale and footprint with the remainder of the street.

To the west of 11-37 Exhibition Street the precinct quickly re-establishes its smaller height and scale with no.87-89. The car park at no.114-128 Flinders Street is also an infill building but its scale fits in. The south side of Flinders Lane between Exhibition and Russell has a large number of significant and contributory buildings set between a network of laneways. On the north side the rear of 101 Collins Street and the Grand Hyatt Hotel dominate the streetscape for almost all of its length. The exception

is the former Bank of Victoria at 42 Russell Street where the Flinders Lane elevation makes an elegant contribution. The Royal Australian Institute of Architects building on the corner of Flinders Lane (41 Exhibition Street) is a new addition to the medium tall building typology. It reaches 21 storeys on a relatively small site.

COMPARATIVE ANALYSIS

Precincts with laneways and small streets

The city's lanes are places of intimate and rich urbane experiences, offering a diversity of choice from bustling and congested social places to sanctuaries of quiet solitude. The laneway's locations, orientations and widths serve as tangible markers to a changing urban morphology and public space network, which has resulted from the subdivision or consolidation of land within the Hoddle blocks, while their names provide enticing clues to former land uses, businesses, owners or notable people in the city's history. The city's small streets reflect their more restrictive fire regulations with a smaller scale of building throughout the nineteenth and early twentieth centuries. Through the nineteenth century the height of buildings was also limited by construction technology and the capacity of lifts, as well as the scale of the street.

Flinders Lane Precinct (HO506)

Flinders Lane precinct extends between Russell Street and Elizabeth Street with a smaller section between Elizabeth and Queen Streets. There is also a fine-grained plan with laneways. The Flinders Lane precinct has three distinct sections with the east associated with the clothing trade for over a hundred years, small wholesaling businesses in the central section and warehouses associated with the Customs House and the port in the western section. The component buildings, on small footprints and up to six storeys in height, represent a range of nineteenth and early twentieth century styles. Many buildings exhibit a Romanesque revival style. The scale of buildings in small streets such as Flinders Lane is directly related to limitations imposed by fire regulations for narrow streets.

Guildford and Hardware Laneways Precinct (HO1205)

The Guildford and Hardware Lanes Precinct comprises a nineteenth century laneway network within the larger street layout of the Hoddle Grid. It reflects the development of warehouses and businesses that congregated out of the retail core in the late nineteenth century. The precinct is significant for its distinctive streetscapes with diverse architecture, narrow footprints and dominant materials of red brick, stucco and bluestone.

The precinct is significant for its distinctive streetscapes with diverse architecture, narrow footprints and dominant building materials of red brick, stucco and bluestone.

Bank Place Heritage Precinct (HO503)

Bank Place is an urban precinct associated with the development of the Melbourne financial and legal district. It contains a visually cohesive group of distinctive architectural forms clustered around the early street, Bank Place. Many of the important architectural styles from nineteenth and early twentieth century Melbourne are represented in the precinct. The short street and its built enclosure at

each end, including the important terminal view to Normanby Chambers, provide a distinctive scale. Unusual for its enclosure, architectural diversity and cohesive scale, Bank Place is a high-quality central city precinct from the nineteenth and early twentieth centuries.

Flinders Lane East Precinct is highly comparable to Flinders Lane Precinct and retains much of the same history and associations. It has a high proportion of contributory places and several individually significant ones. Like all precincts within the Hoddle Grid, Flinders Lane East Precinct comprises a mix of typologies, periods of development and architectural styles, however it is one of few areas that retains the pre-modern form and character of the central city.

ASSESSMENT AGAINST CRITERIA

✓ **CRITERION A**
Importance to the course or pattern of our cultural or natural history (historical significance).

CRITERION B
Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).

CRITERION C
Potential to yield information that will contribute to an understanding of our 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 of 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 our history (associative significance).

RECOMMENDATIONS

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

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

MELBOURNE PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

PRECINCT CATEGORY SCHEDULE

CoM Property ID	Number	Street	Grading
110277	11-15	Duckboard Place	Significant (HO1267)
103914	31-35	Flinders Lane	Contributory
103915	37-45	Flinders Lane	Contributory
103916	55 also numbered 32	Flinders Lane Flinders Street	Non-contributory
103917	57-59	Flinders Lane	Contributory
103918	61-73	Flinders Lane	Significant (HO1030)
103919	75-77	Flinders Street	Significant (HO1026)
103920	87-89	Flinders Lane	Significant (HO1287)
103921	91-93	Flinders Lane	Contributory
103922	95-101	Flinders Lane	Contributory
103923	103-105	Flinders Lane	Contributory
103924	107-109	Flinders Lane	Contributory
103925	121-123	Flinders Lane	Contributory
103926	125-127	Flinders Lane	Significant (HO1032)
103927	129-131	Flinders Lane	Significant (HO638, VHR H0428)
103928	133-135	Flinders Lane	Contributory
103929	137-139	Flinders Lane	Significant (HO1292)
103930	141-143	Flinders Lane	Significant (HO1033)
103931	145-149	Flinders Lane	Significant (HO847)
104025	114-128	Flinders Street	Non-contributory
103922	130-132	Flinders Street	Significant (HO1036)
104023	134-136	Flinders Street	Significant (HO1274)
104022	138-140	Flinders Street	Contributory
104021	142-148	Flinders Street	Contributory/ Significant (VHR H1175)
107003	10-20	Oliver Lane	Significant (HO942, VHR H1135))
107002	22-30	Oliver Lane	Significant (HO942, VHR H1135)
108594	14-22	Russell Street	Non-contributory
108593	24-30	Russell Street	Contributory (Oliver Lane frontage)

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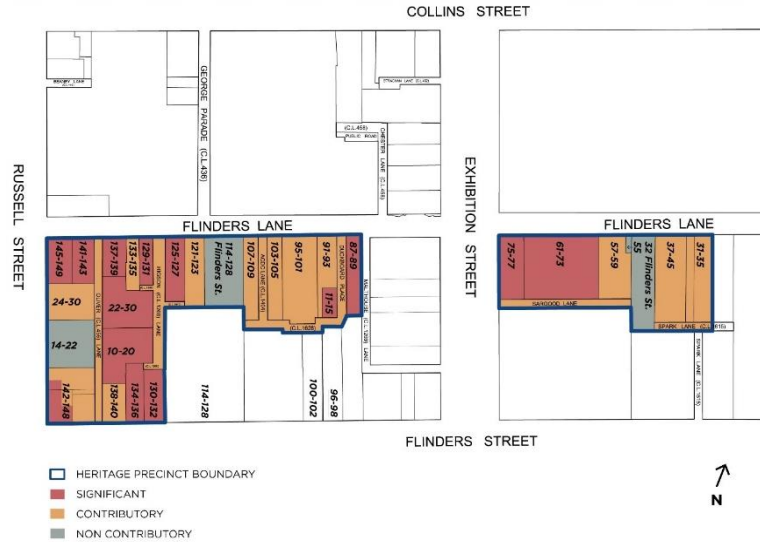
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STATEMENT OF SIGNIFICANCE

Heritage Place: Flinders Lane East Precinct

PS ref no: Interim HO1286



What is significant?

The Flinders Lane East Precinct comprising 31-149 Flinders Lane, 11-15 Duckboard Place, 130-148 Flinders Street, 10-30 Oliver Lane, ACDC Lane, Duckboard Place, Higson Lane, Oliver Lane, Sargood Lane, Spark Lane and including the rear of 24-30 Russell Street.

Elements that contribute to the significance of the precinct include (but are not limited to):

- The commercial and warehouse buildings constructed from c1857 to c1939, as shown on the precinct map.
- The pattern of development in the precinct which comprises mixed streetscapes of Victorian, Federation and interwar commercial and warehouse buildings, and the key features and original detailing characteristic of their respective styles.
- The high quality commercial and warehouse frontages and some side aspects to Flinders Lane, Exhibition Street and Russell Street.
- The industrial streetscapes throughout the fine grain network of laneways intersecting with Flinders Lane, with rear and side aspects and some frontages to ACDC Lane, Duckboard Place, and Higson, Oliver, Malthouse, Sargood and Spark lanes.

The buildings at 31-35, 37-45, 57-59, 91-93, 95-101, 103-105, 107-109, 121-123, 133-135 Flinders Lane, and 138-148 Flinders Street are contributory. The laneway rear aspect of 24-30 Russell Street fronting Oliver Lane is also contributory.

The buildings at 61-73, 75-77, 87-89, 125-127, 129-131, 137-139, 141-143, 145-149 Flinders Lane, 130-132, 134-136 and 142-148 Flinders Street, 11-15 Duckboard Place, and 10-20 and 22-30 Oliver Lane

are significant. The VHR-listed Duke of Wellington Hotel at part of 142-148 Flinders Street is also significant.

Non-original alterations and additions to the contributory buildings are not significant.

The buildings at 55 Flinders Lane (32 Flinders Street), 114-128 Flinders Street, and 14-22 Russell Street are non-contributory to the precinct.

How it is significant?

The Flinders Lane East Precinct is of local historic, representative and aesthetic significance to the City of Melbourne.

Why it is significant?

The Flinders Lane East Precinct is historically significant for its association with manufacturing and warehousing principally for the clothing and textile businesses, colloquially referred to as the 'rag trade', between the 1850s and the 1930s. Far from dealing in rags, Flinders Lane was the hub of a fashion industry with its many small niche businesses that provided specialist finishing services to the clothing manufacturers. The area provided employment in clothing manufacture, and many employees were women. Flinders Lane was the epicentre of the textile and clothing industry and benefited from the Commonwealth tariffs that resulted in further construction of factories and warehouses throughout the 1920s and 30s. Historically, the Flinders Lane East Precinct was the home of several other industries including Melbourne City Council's Corporation Yard (11-15 Duckboard Place) and 91-93 Flinders Lane, coach and carriage builders Samwells and Reeves at 103 Flinders Lane and box manufacturers Morris and Walker at 31-35 Flinders Lane. (Criterion A)

The Flinders Street East precinct is significant for its low-rise built form and street pattern that represents the pre-modern city. The attributes of the precinct include the laneway network that provides additional street frontages for some buildings, and an almost continuous streetscape of up to six storeys in height on Flinders Lane. The precinct demonstrates a great variety of architectural expression developed over approximately 80 years and representing many styles. Several buildings of the Romanesque revival style including nos.31-35, 87-89, 125-127, and 145-149 Flinders Lane are notable. Interwar buildings in the stripped classical style of Pawson House (no.141) or the Gothic revival of the former Bank of New South Wales at no.137-139 are also notable examples. (Criterion D)

The Flinders Lane East Precinct is aesthetically significant for its views down Oliver, Malthouse and Higsons Lanes. It is also aesthetically significant for its nearly complete streetscape of small lot buildings up to six storeys in height and built to the property boundaries. The slope to the Yarra River allows some buildings to have basements or additional lower storeys. The open-ended Oliver Lane is aesthetically significant for its views to Flinders Street and beyond to the south, and of 42 Russell Street to the north. ACDC Lane, Higson Lane and Duckboard Place are significant for their enclosed and intimate scale enhanced by the red brick walls. The views along these lanes are significant for the aspects they reveal of the side of nos. 87-89, 91-93, 103-105, 107-109, 125-127, 129-131, 137-139 and 141-143 Flinders Lane.

The streetscape is highly varied but includes many buildings of individual architectural importance and high aesthetic value. The three buildings fronting Flinders Street (nos.130-132, 134-136 and 138-140) are of a similar scale and proportion to those in Flinders Lane. (Criterion E)

The attributes of the Flinders Lane Precinct include:

- VHR listed places at 129-131 Flinders Lane and 142-148 Flinders Street, reinforced concrete warehouses at 10-20 & 22-30 Oliver Lane associated with Sir John Monash and the early use of reinforced concrete as a construction material. The Oliver Lane warehouses are of technical and associative significance.
- Significant places with existing HOs at 61-73, 75-77, 125-127, 129-131, 141-143 and 145-149 Flinders Lane and 130-132 Flinders Street.
- Places assessed to be significant as part of the Hoddle Grid Heritage Review, 87-89 and 137-139 Flinders Lane, 134-136 Flinders Street and 11-15 Duckboard Place.
- All other contributory places noted in the precinct category schedule.
- The building height and scale of the precinct up to six storeys, some places with several additional storeys added but not compromising this scale.
- The intimate scale and character of Duckboard Place, ACDC Lane, Higson Lane, Spark and Sargood Lanes and the way in which they provide side views of significant and contributory places.
- The open-ended Oliver Lane with views to the north and south to the river.

Primary source

Hoddle Grid Heritage Review (Context & GJM Heritage, 2020)