

## Heritage Citation

### 'LOCKSLEY'

**Address:** 32 Sutherland Road, Armadale

**Prepared by:** GJM Heritage/Purcell

**Date:** June 2017 (updated 31 July 2018)

<b>Place type:</b> Residential	<b>Architect:</b> Not known
<b>Grading:</b> Locally significant	<b>Builder:</b> Not known
<b>Integrity:</b> High	<b>Construction Date:</b> 1896
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To property title boundary



Figure 1. 32 Sutherland Road, Armadale (GJM Heritage/Purcell, June 2016)



## Statement of Significance

### *What is significant?*

Locksley, 32 Sutherland Road, Armadale, a single-storey dwelling built in 1896.

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

- The house's original external form, materials and detailing
- The house's high level of integrity to its original design
- The coach house.

Later alterations and additions, such as rear alterations to the house and coach house, are not significant.

### *How is it significant?*

Locksley, 32 Sutherland Road, Armadale, is of local architectural and aesthetic significance to the City of Stonnington.

### *Why is it significant?*

Locksley, 32 Sutherland Road, Armadale, is a carefully designed and well-resolved example of a predominantly Federation Queen Anne style house, with some Victorian features such as contrasting cream brickwork. The house, with large, dominant polygonal corner bay, decorative chimneys and decorative timberwork, presents a picturesque composition of a predominantly Federation architectural style (Criterion E).

## Historical Themes

The place illustrates the following themes as outlined in the *Stonnington Environmental History* (2009):

### 8 Building Suburbs

- 8.2 Middle-class suburbs and the suburban ideal

## Locality history

The land on which the suburb of Armadale now sits was first occupied by farmers and market gardeners in the 1840s and 50s, but its pleasant rural outlook and relative proximity to the centre of Melbourne meant that it proved desirable and was subsequently subdivided for residential purposes. The locality was named after 'Armadale' on Kooyong Road (1876), the residence of James Munro. Munro was a speculator and land-boomer, President of the Gardiner Road District Board (1872-73) and later Premier of Victoria (1890-1892). Munro named the house after his town of birth, Armadale in Sutherland Shire, Scotland (Context 2006: 193; Victorian Places). Armadale was previously part of both the former City of Prahran and former City of Malvern, divided by Kooyong Road, before their consolidation in 1994 to form the City of Stonnington.

In 1879, the Oakleigh railway line was opened along the southern extent of the municipality, through Malvern, Armadale, Toorak and Hawksburn to join the existing line at South Yarra. The arrival of the Oakleigh railway line coincided with the beginning of the land boom, which saw substantial urban growth across what is now the City of Stonnington. The population of the former City of Prahran almost doubled in the 1880s, with development spreading east of Kooyong Road, into the western part of the former City of Malvern, while the population of the former City of Malvern saw a dramatic increase, quadrupling to approximately 8,000 by 1891. The arrival of the railway line triggered commercial expansion near Armadale station and the subdivision and residential development of the surrounding area. The character of the development varied. Small timber and brick workers cottages and residences, and some terraces and duplexes, were typically constructed closer to the railway lines. More substantial family dwellings and



mansions were typically constructed further away from the station, predominantly of brick, on large suburban blocks of land (Context 2006:65-6; Victorian Places). However, by 1891, the cycle of land speculation that had driven price growth and residential expansion began to collapse, and the 1890s Depression hit hard. 'As the inflow of foreign funds that had previously underpinned expansion dried up, companies and governments stopped building housing, roads and railways and the economy contracted swiftly and savagely' (Dingle 2008).

The entry for Armadale in the 1893 *Australian Handbook* (as cited in Victorian Places) declared that 'views from some points are enchanting, and it is one of the favourite resorts of wealthy Melbourne men, and a great number of fine mansions and villa residences in the locality.' At this date there were three churches, a state school, several private schools, a bank and 'many fine business establishments along High Street', the chief thoroughfare. The commercial strips extended from the railway station eastwards along High Street. In 1910, the tramline along High Street was extended to Tooronga Road, joining the High Street and Glenferrie Road commercial areas and enabling easier access to the locality. In 1915, the tramline along Malvern Road opened, and the Dandenong Road-Wattletree Road tramline opened in 1928 (Victorian Places).

Residential development during the early twentieth century often occurred on newly subdivided estates or filled nineteenth century subdivisions that had remained partly or wholly undeveloped during the 1890s depression (Context 2009:5). In the first few decades of the twentieth century, many of the boom-era mansions were converted into shared accommodation, to serve as exclusive guest houses and, more commonly, boarding houses. In the 1930s the locality earned a reputation as a poor area (Context 2006:143). Ultimately, Armadale's proximity to Melbourne and Toorak (considered Melbourne's pre-eminent suburb) meant it was again able to cement its status as one of Melbourne's most prestigious residential addresses and to attract a wealthy class of homeowner.

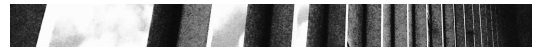
### Place history

In November 1881, Francis E. Beaver (Esq) of Melbourne, purchased Lot 66 north of Wattletree Road. The Lot comprised just over 33¼ acres of land. Beaver subdivided the land, creating what were originally called Denbigh Street South, Sutherland Street South and Armadale Street South, and on-sold the lots from November 1881 (LV:V1309/V773). Beaver sold Lot 17 to Arthur Willoughby Dixie, Melbourne student, in April 1882 (LV:V1346/F130).

In June 1895, Dixie sold the land to Alice Pennington Chambers (LV:V1346/F130). The 1895-96 rate books recorded that Alice P. Chambers was the owner and occupant of a lot with the description '[first word illegible]/erecting' and 'new house', with a Net Annual Value of only 24 pounds. The following year, the 1896-97 rate books confirmed that Alice P. Chambers was the owner and occupant of a 6 room brick house adjacent to 30 Sutherland Road, with a Net Annual Value of 52 pounds (RB). Articles in the *Age* from 1896 (1 Jul 1896:3) addressed Mr Horace Chambers at 'Locksley' on Sutherland Road, Armadale. The 1896 article declared that two men had stolen items from the stable attached to Locksley.

Soon after building, Chambers sold to Charlotte Miles in July 1897 (LV:V1346/F130). In 1897, William Miles, tea merchant, was rated for the house (RB). The house was shown on the 1901 Melbourne Metropolitan Board of Works (MMBW) Detail Plan (Figure 2), named 'Locksley'. The 1901 footprint showed the verandah that followed the faceted bay at the northern end of the facade, and met a projecting square-bay at the south end. A wing projected to the rear (east) of the house, adjacent to a small verandah (all replaced in 1980s). An outbuilding (coach house) was located to the rear of the house on the southern boundary (remains in 2017, see Figure 4). To the rear of this was a stable and second smaller outbuilding within a small fenced area (all since removed). The house retained the name Locksley throughout the Miles' ownership (*Argus*, 15 Jan 1901:1; 17 Dec 1948:14).

Charlotte Miles died in 1901, and probate of her will was not granted until 1919, when the house was transferred to William Miles of 'Locksley', Sutherland Road, Armadale (indicating he occupied the house)



(LV:V1346/F130). The house remained in the Miles family for 87 years until 1984, when it was sold to 'Anonymity Pty Ltd'. The house had various owners after this date (LV:V7410/F843).

Council Valuation records for the place indicate that permits were granted for extensive alterations and additions to the house in December 1980, including the demolition and reconstruction of the rear section of the house and renovation of the front section of the house (details not known; probably internal) (Valuers Field Book).

The two-storey outbuilding to the rear of the house is believed to have served as a coach house, originally located adjacent to the stables (stables since removed), as evident on the 1901 MMBW plan. In 2003, Council approved plans for alterations and additions to the original (or early) coach house. New doors and fittings were fitted into existing openings on the west elevation (facing the street), while openings were increased in height on the north elevation. Additions to the coach house comprised a large two-storey section to the rear (east) and a single-storey skillion roof carport to the west (front). The stables evident on the 1901 MMBW plan had been removed by this date. The permit drawings also showed the extent of the house, showing existing and proposed further alterations to the rear (east) elevation. Earlier drawings as part of these works, dated 2001, showed the window hood located on the projecting bay to the facade (not confirmed if original) (SCC PF).

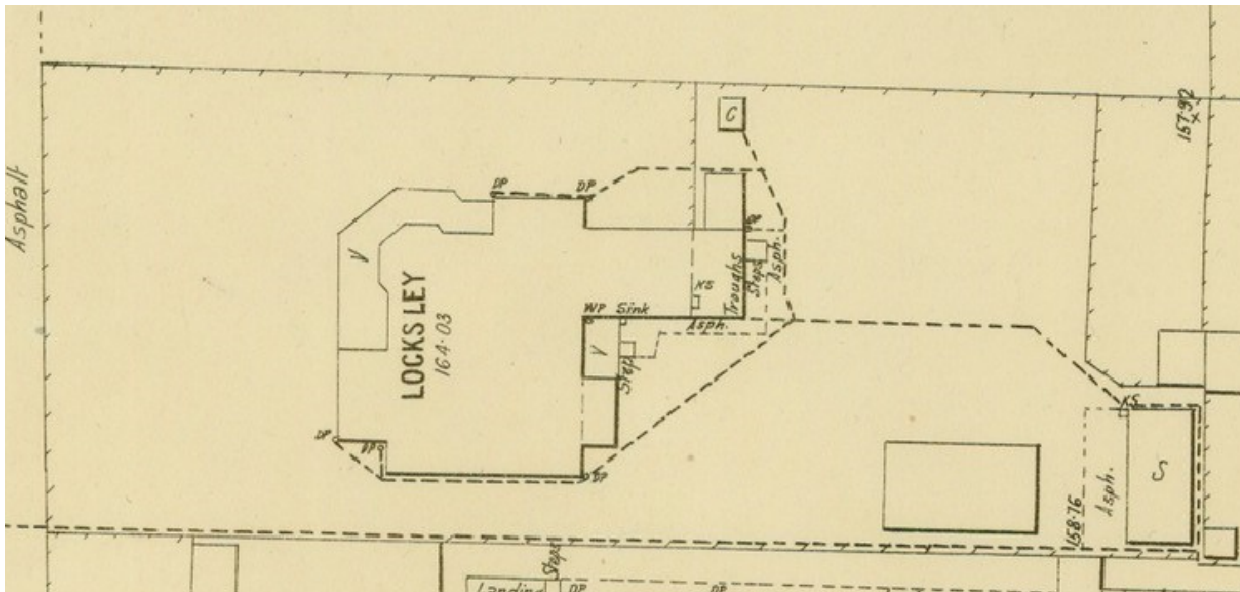


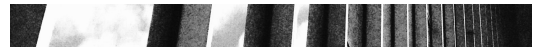
Figure 2. The 1901 footprint of the house, and stables and coach house (latter remains in 2017) on the rear boundary (MMBW).

## Description

The dwelling at 32 Sutherland Road, known as 'Locksley', is a single-storey detached villa, with deep street setback and located within a garden setting that contains two mature Norfolk Island pines. Built of bio-chrome brick with a slate roof, the 1896 design displays key characteristics of the Federation Queen Anne style and remains in good condition.

Locksley has a diagonal plan form with a large transverse gable roof, with half hip running north-south. The wall construction is red brick, with two-course cream brick detailing at plinth and sill level, cream brick striping to the gable end and cream brick quoining. A large conical roof form continues over the verandah, which is supported on decorative timber posts with deep geometric timber fretwork that further emphasise this corner element (Figure 3). The verandah is raised on a brick plinth with tiled floor, bluestone edging and steps. The two gable ends present to the south and west (Sutherland Road), with a moulded bargeboard and terracotta fern finial. The gable ends are detailed with a small vented opening





with arched cream brick head, bluestone sill and cream brick quoining. Three bio-chrome brick chimneys remain, with cream brick corbelling and strapwork.

Windows are double hung, with bluestone sills to the main frontage and segmental arch heads in contrasting cream brick to the side elevation. The windows on the west are protected by a bullnose metal sheet window hood supported on moulded timber brackets.

A two-storey coach house is located at the rear of the property (Figure 4). The stepped gable form is visible from the street, although it appears the roof has been replaced in a modern sheet metal and alterations and additions have occurred on all elevations. The walls are red brick with cream header brick detailing below a central timber casement window with arched cream brick head.

The site is bounded by a tall modern brick fence with metal gates.



Figure 3. Roof detail (GJM Heritage/Purcell, June 2016)



Figure 4. Coach House at rear (GJM Heritage/Purcell, June 2016)

### Integrity

The house retains a high degree of integrity to its original construction, in fabric, form and detail. While the house has undergone some alterations and additions, these are largely sited at the rear of the property and do not diminish the ability to understand and appreciate the place as a fine example of a Federation house, with some Victorian features.

### Comparative Analysis

Locksley, 32 Sutherland Road, Armadale, is of note as an intact and early example of a predominantly Federation Queen Anne style house. The Federation Queen Anne style was commonly applied to the design of houses in Victoria from the late 1880s through to the early twentieth century. It was the dominant style in Victorian domestic architecture during the decades immediately before and after 1900 and was applied to both large and modest dwellings. Originally an English revival of both traditional rural design and elements from a range of periods, this style was seen in the work of English architects such as Norman Shaw. This 'Old English' style became popular in the United States and influences of both English and American Queen Anne can be seen in a distinctly Federation Queen Anne style which developed in Australia.

Predominantly a domestic style, houses were designed in a picturesque manner with asymmetrical forms, dominant and complex roofs with multiple gables, conical towers, dormer windows and tall chimneys. Houses were often single storey and sprawled over large suburban sites. They share a basic set of materials: usually red brick for walls, timber for verandah posts and decoration, half-timbering with roughcast in the gable ends, and terracotta tiles, or less commonly slate, with decorative terracotta ridge



capping and finials for the roof. Other typical characteristics include a variety of bay windows, multi-paned windows with decorative coloured glass sashes and diagonally projecting corners with surrounding verandahs, particularly on corner sites.

A number of leading Melbourne architects designed houses in the Queen Anne style particularly in the 1890s and 1900s and it was commonly adopted in the City of Stonnington in developing suburbs, such as Malvern and Glen Iris, and in wealthy, established areas, such as Armadale and Toorak. Architects associated with this style include Beverley Ussher, Henry Kemp and Christopher Cowper.

Within the City of Stonnington a small number of Federation Queen Anne style houses are included in the Heritage Overlay on an individual basis. These include:

- Darnlee, 33 Lansell Road, Toorak (HO69 & VHR H1024) c1899
- Edzell, 76 St Georges Road, Toorak (HO101 & VHR H0691) 1892
- Redcourt, 506 Orrong Road, Armadale (HO166) 1887
- Chesterfield, 6 Mayfield Avenue, Malvern (HO275) 1891

Two of these houses have identified significance at the state level. These are Darnlee, 33 Lansell Road, Toorak and Edzell, 76 St Georges Road, Toorak and will not be considered further here. The other dwellings are both large and early examples of the Federation Queen Anne style. They are both recognised as fine and early examples of the style in the City of Stonnington and display typical characteristics of the Federation Queen Anne style. They are noted as follows:

- Redcourt, 506 Orrong Road, Armadale (Reed, Henderson & Smart, 1887) is a fine and very early example of the Federation Queen Anne style in Melbourne. It is a large, two-storey, red brick house, set on a large allotment, with tiled roof, jettied gables supported on ornate, timber brackets, half-timbered gable ends, segmental arched windows, large oriel bay window and tall buttressed chimneys.
- Chesterfield, 6 Mayfield Avenue, Malvern (Phillip E Treeby, 1891) is an accomplished and early example of the Federation Queen Anne style in Melbourne. It is a large, two-storey, red brick house with steeply pitched tiled roofs, prominent half-timbered gables, multiple tall chimneys with rendered strapwork, jettied gables supported on ornamental timber brackets, bay windows and tall chimneys.

In addition Stonnington Planning Scheme Amendment C225 recently included the following four Federation Queen Anne houses in the Heritage Overlay in the Stonnington Planning Scheme on an individual basis:

- Coomaroo, 63 Albany Road, Toorak
- Maroondah, 177 Kooyong Road, Toorak
- Quantock, 179 Kooyong Road, Toorak
- Helenslea, 181 Kooyong Road, Toorak

These are recognised as fine representative examples of the Federation Queen Anne style in the City of Stonnington. They display the principal characteristics of the style and are noted as follows:

- Coomaroo, 63 Albany Road, Toorak (architect unknown, 1898/99) is a well-resolved and carefully designed composition which displays the principal characteristics of the Federation style. It is a single-storey, red brick house with tiled roof, prominent and distinctive crenellated turret with crowning cast iron balustrade and multiple half-timbered gable ends.
- Maroondah, 177 Kooyong Road, Toorak (architect unknown, 1898/99) is a well-resolved and carefully designed composition which displays the principal characteristics of the Federation style. It is a single-storey, red brick house (front overpainted) with slate roof, asymmetrical facade with prominent half-timbered and stuccoed gabled bay window and verandah with smaller gable.



- Quantock, 179 Kooyong Road, Toorak (architect unknown, 1898/99) appears to be a well-resolved and carefully designed composition which displays the principal characteristics of the Federation style. It is a single-storey red brick house with tiled roof, large moulded and strapped chimney, central transverse ridge and projecting front gables.
- Helenslea, 181 Kooyong Road, Toorak (architect unknown, 1898/99) appears to be a well-resolved and carefully designed composition which displays a fusion of Victorian and Federation style characteristics. It is a single-storey, bichromatic brick house with slate roof, terracotta roof cresting, large corbelled and strapped chimneys, asymmetrical front facade with projecting gable end with canted bay window, half-timbering, stucco finish and decorative timber brackets, and a verandah roof integral with the main roof.

There are also large numbers of Federation Queen Anne style houses that are included in the Heritage Overlay in the Stonnington Planning Scheme as significant and contributory places within Heritage Precincts. These are included in precincts such as HO130 Armadale Precinct, HO133 Gascoigne Estate, HO156 Claremont Avenue Precinct and HO375 Coonil Estate Precinct Malvern.

Locksley, 32 Sutherland Road, Armadale, is an early example of the Federation Queen Anne style. It was built in 1896 at a time when the Federation Queen Anne style was emerging in established suburbs such as Armadale and across Melbourne. The house displays characteristics which have strong associations with the Federation Queen Anne style. It remains highly intact to demonstrate these strong associations.

Locksley, 32 Sutherland Road, Armadale, demonstrates the following Federation Queen Anne characteristics:

- Picturesque asymmetrical front facade with projecting gable-end to the south side
- Diagonal emphasis with large corner polygonal roof which continues over the verandah at the north-west corner of the house
- Red brick walls and large chimneys with contrasting brick corbelling and strapping
- Slate roof with terracotta finials
- Geometric half-timbering to gable-ends
- Turned timber verandah posts with decorative capitals, deep decorative timber fretwork, decorative gable-end fascia and window hood brackets
- Polygonal window bay

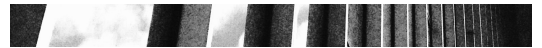
Like a number of houses built at the end of the nineteenth century, Locksley, 32 Sutherland Road, Armadale, displays characteristics of the Federation Queen Anne style. However, there are some features, such as contrasting cream brickwork, are more typical of the Victorian style of the preceding period.

### **Assessment Against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (July 2015).

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

Locksley, 32 Sutherland Road, Armadale, is a carefully designed and well-resolved example of a predominantly Federation Queen Anne style house, with some Victorian features such as contrasting cream brickwork. The house, with large, dominant polygonal corner bay, decorative chimneys and decorative timberwork, presents a picturesque composition of a predominantly Federation architectural style.



### Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

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

<b>External Paint Controls?</b>	No
<b>Internal Alteration Controls?</b>	No
<b>Tree Controls?</b>	No
<b>Outbuildings or Fences not exempt under Clause 43.01-3?</b>	Yes – coach house
<b>Prohibited Uses Permitted?</b>	No
<b>Incorporated Plan?</b>	No
<b>Aboriginal Heritage Place?</b>	No

### Extent of the recommended Heritage Overlay

To the property title boundary, as indicated by the purple polygon on the aerial below.



Figure 5. 2016 aerial of subject site (Source: Stonnington City Council).

### References:

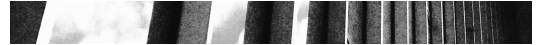
City of Prahran Rate Books (RB), Windsor Ward: 1895-6, entry 7967; 1896-7, entry 7967; 1900-01, entry 7967.

Context Pty Ltd (2006 & 2009 addendum), *Stonnington Thematic Environmental History*.

Dingle, Tony (2008), 'Depressions', in *The Encyclopedia of Melbourne Online*, <<http://www.emelbourne.net.au/>>, accessed February 2017.

Land Victoria, Certificates of Title, as cited above.





Melbourne and Metropolitan Board of Works (MMBW) Detail Plain No. 995 (1901).

Stonnington City Council Property File (SCC PF), including Building and Planning Permit records for the place, provided by Council: File No. 27208BL.

*The Age*.

*The Argus*.

Valuers Field Book (1968-1994), City of Prahran, record for '32 Sutherland Road'. Provided by Stonnington History Centre.

Victorian Places, 'Armada', 'Malvern' & 'Prahran', < <http://www.victorianplaces.com.au/>>, accessed February 2017.