

Goolwa

State heritage area: guidelines for development



**Government
of South Australia**

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Environment and Water

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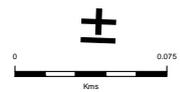
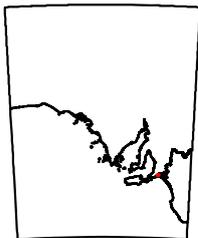
Goolwa State Heritage Area - DEW #13934
SHA declared in 1987

The information in these Guidelines is advisory, to assist you in understanding the policies and processes for development in the State Heritage Area. It is recommended that you seek professional advice or contact the relevant State Heritage Adviser at the Department for Environment and Water (DEW) regarding any specific enquiries or for further assistance concerning the use and development of land. Being properly prepared can save you time and money in the long run.

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Goolwa State Heritage Area



1. Introduction

1.1 Goolwa State Heritage Area

South Australia's State Heritage Areas represent significant aspects of the State's rich natural and cultural heritage. Goolwa was designated as a State Heritage Area in 1987. The designation of a State Heritage Area is intended to ensure that changes to and development within the area are managed in a way that the area's cultural significance is maintained. There are also several State Heritage Places that are individually heritage listed within the Goolwa State Heritage Area.

Goolwa is a prosperous regional centre on the south coast of the Fleurieu Peninsula. It is located 83 kilometres south of Adelaide, on the last bend in the Lower River Murray before it discharges to the Southern Ocean. The township is notable for its distinct character or 'sense of place', formed by buildings and structures, public spaces and allotments, the patterns of streets and landscape features.

Goolwa was settled at a key transport node, connecting the valuable River Murray trade to Port Elliot and Victor Harbor, providing an outlet to colonial and overseas markets. This activity declined after railways to Murray Bridge and Morgan intercepted the river trade. Goolwa became a quiet fishing village, retaining much of its built heritage. From the 1970s there has been strong urban growth. Visitors and sea-changers are attracted to the lifestyle provided by the heritage, coast and lake environment. Coastal development now stretches to Victor Harbor, but Goolwa retains its unique and special historic character.

The Goolwa State Heritage Area (SHA) in the historic core of Goolwa is centred on the Soldiers Memorial Gardens. It encompasses a government precinct on the escarpment overlooking the River. It includes the Goolwa Wharf and its associated boatbuilding and railway history. The two railway modes, horse drawn trams and the steam line remain strongly imprinted on the plan and landscape. The residential subdivision known as Little Scotland forms the southern part of the State Heritage Area.

Cadell Street and the Memorial Gardens remain today as the community, commercial and service centre of Goolwa, framed by three two storey hotels and the Holy Evangelist Anglican Church. The former Colonial government buildings have all found new community uses.

Goolwa Wharf is the focus for tourism activity, bringing together steam and rail, wooden boats and historic trains. Residential use remains strong in the streets and laneways around the historic town centre.

1.2 Purpose of Guidelines

These guidelines have been prepared to assist property owners who wish to carry out changes to places within the State Heritage Area. The guidelines identify the heritage significance of the area and provide guidance in relation to:

- When development proposals are required for approval
- How to conserve, maintain and repair historic buildings, structures and ruins
- Appropriate alterations and additions to historic buildings and structures
- Site and location of new development
- Change of use.

The Development Guidelines are a reference document, and all development proposals will be assessed on their merits through the development approval process.

1.3 Getting Approval

Where changes within the Beltana State Heritage Area involve actions that constitute 'development' a statutory approval against the planning and building rules is required. An application for approval of development in or affecting the Goolwa State Heritage Area is lodged with the Alexandrina Council. Note that exemptions that might apply elsewhere do not apply in the State Heritage Area.

For State Heritage Areas, 'development' as defined by the Development Act includes:

- Land division
- Change of use
- New construction

- Demolition, removal, conversion, alterations, additions and painting
- Signage
- Any other work that could materially affect the heritage value of the State Heritage Area

All development applications in the State Heritage Area that are lodged with Council will then be referred to Heritage South Australia in the Department for Environment and Water (DEW) for heritage assessment.

A checklist to guide you in preparing documents for a Development Application can also be found on the DEW website.

1.4 Seeking Heritage Advice

Getting the right advice on conservation methods is essential to preserving the heritage values of a place. Initial conservation advice can be obtained from heritage architects in Heritage South Australia or by contacting the Council. If you are planning to undertake development in the area, you are also encouraged to seek preliminary advice from Heritage South Australia or the Council.

For more detailed advice in relation to conservation issues, design advice for alterations and additions, property owners may wish to contact a suitably qualified heritage consultant. An experienced heritage consultant can help you plan the works and prepare the necessary documents required for approvals.

There are also various publications that are designed to assist property owners in planning conservation works and preparing a development proposal. They include:

- SA Guide to Developing State Heritage Places
- Heritage Impact Statement Guidelines for State Heritage Places

2. History and Significance

2.1 History

Goolwa's story begins with the region's recognised significance for the Ngarrindjeri people of the lower Murray, as well as associations with explorers Charles Sturt and Collett Barker. It is the town's history as one of Australia's most important river ports that is significant for its designation as a State Heritage Area.

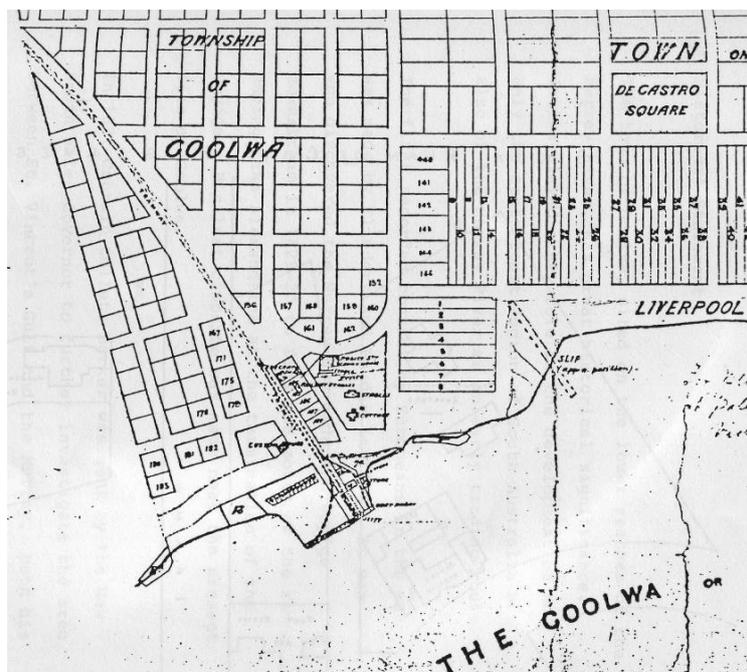
Goolwa was an important place for the Ngarrindjeri Aboriginal people. The name Goolwa is thought to be an Aboriginal word meaning 'elbow', describing the river's shape at this point as it curves around Hindmarsh Island.

From the earliest days of South Australia's settlement, the Murray was seen potentially as Australia's 'Mississippi', but the dangerous river mouth handicapped the development of this inland transport route. In the 1850s, following the suggestion of Governor Young, a horse-drawn railway was constructed from Goolwa to Port Elliot. This line effectively linked river port and seaport, limiting the need for vessels to negotiate the treacherous Murray Mouth. Public works were also carried out at both locations, and included the wharf at Goolwa (1852). The opening of the rail link (1854) was the stimulus for the river trade that quickly developed.

Governor Young had also offered a reward to the first two steamers to travel the Murray from Goolwa to the Darling junction. In 1853 two vessels were successful – the *Mary Ann*, built at Mannum by William Randell, and the *Lady Augusta*, brought successfully through the Murray Mouth by Francis Cadell. Both voyages proved the river navigable and highlighted its viability for river trade – Randell sold his cargo of wheat during the trip, and Cadell returned to Goolwa with 4,000 bales of wool on the *Lady Augusta* and its barge *Eureka*.

From the 1850s to the early 1880s Goolwa monopolised South Australia's river trade with Victoria and

New South Wales. During this period the volume of trade increased enormously and the town developed accordingly. The original wharf was extended in 1866 and was rebuilt in 1874. Like other country towns, Goolwa's industries included breweries, a flourmill and sawmill. It also had foundries and a shipbuilding and repair industry. The Goolwa Patent Slip and Iron Works, established in 1864, employed 30-40 tradespeople by the 1870s. This was the first Australian river port where complete steamers and barges were built.



Early Subdivision Map of Goolwa

Township of Goolwa 1876

The opening of the railway from Morgan to Port Adelaide in 1878 led to a dwindling of river trade on the Murray's lower reaches. Morgan quickly eclipsed Goolwa as the busiest river port in South Australia. Activity in Goolwa declined slowly after the early 1880s. By the turn of the century shipbuilding had virtually ceased, although some maintenance work was still carried out. Goolwa's heyday as a prosperous river port was over.

Goolwa survived, changing from a major river port to a popular tourist destination. In 1940, a nationally significant project led to the building of five barrages at the Murray's mouth, and this construction impacted on the town's economy. During the 1950s Goolwa's attraction as a recreation resort continued with the building of shacks and other accommodation places. In 2001 the controversial Hindmarsh Island Bridge replaced the ferry that had operated between Goolwa and Hindmarsh Island for 140 years.



2.2 Significance

The following Statement of Significance for the Goolwa State Heritage Area is taken from the Government gazettal of the area in 1987:

The inner part of the town of Goolwa was declared a State Heritage Area because of the town's historical importance as a bustling river port between the 1850s and the 1880s. During this time Goolwa was one of Australia's principal river ports and an important centre for trade between South Australia and the eastern states. There are a remarkably representative group of buildings and relics surviving from this era in the present townscape. The wharf and tramway precinct is of particular significance.

2.3 Character and Setting

Township

The character of the Goolwa State Heritage Area is primarily derived from its unusual pattern of streets, its stock of nineteenth Century heritage buildings, the introduced pine trees and other exotic species, the river frontage, and the influence which the various railway alignments and river trade has had on building forms and open space in the township.

The town's siting on the River Murray, as it nears the Mouth, gives it a port character with wharves and other relics of this important era, when more than 100 paddle steamers plied the waterways. The port's early prosperity is reflected in a number of solidly built Government and private buildings, such as the hotels, police station, shops and cottages. Some of the wharves, mooring dolphins and other associated shipping activities have disappeared, but a few important structures remain, in particular

the Wharf Shed and the Goods Shed. The government buildings were sited to take advantage of the gentle rise, and to terminate the vistas down Cadell Street and Loveday Street.

The hard cap of limestone covered with shallow sandy soil can still be seen in Cutting Road and the cellars of some heritage buildings. Goolwa Wharf was originally built out into deeper water. The land in front of the Customs House has been filled over the years, pushing the shoreline out.

Little Scotland developed a different character with compact single-story workers' cottages set close to the narrow streets, which were serviced by rear laneways. The prime lots overlooking the bend in the river were amalgamated and two large stone houses were built above half cellars.

Tourist activities like the Steam Ranger railway, paddle steamer Oscar W and the Wooden Boat Festival provide tangible links with the past, and reminders of the area's river history. The railway cutting, wharf sheds and significant buildings like the Railway Superintendent's Cottage or the Old Chart Room, reflect the prosperity of the nineteenth century and the development of industry, commerce and services to support the river trade.

Subdivision pattern

The unusual pattern of streets in Goolwa reflects the stages in which the town was surveyed. The Town of Goolwa was laid out in 1840 to the north of the State Heritage Area. When the tramway and wharf were constructed, deeper water was required and a second area was subdivided. The Government Town of Goolwa 1853 consisted of two acre blocks that were subsequently subdivided into ¼ acres lots. The formal layout terminates with an arc at Goolwa Terrace. The Railway Reserve for the tramway cut obliquely through the township creating the random space that is now the Soldiers Memorial Gardens. The town centre developed around Cadell Street, which was the main road from Adelaide, and Railway Terrace.

The escarpment between the town and wharf was set aside for government buildings that would overlook the wharf or address the township.

With the rapid growth of the town the private subdivision of Goolwa Extension c1857 took place to the south. Now generally known as 'Little Scotland', this consists of small lots, narrow streets and laneways centred round a small square.

The Strathalbyn tramway and the later re-routing of the railway to allow steam trains to run parallel to the wharf cut across these land division patterns.

Built form

The built form reflects the subdivision pattern. The historic town centre on Railway Terrace and Cadell Street remains largely intact. Shops, hotels and community buildings enclose a traditional main street and Memorial Gardens. Churches, lodges, halls and the school were built in the streets beyond. All of the historic Government buildings on the escarpment overlooking the river remain as landmarks. These buildings remain in public use and are set in open landscaped spaces framed by mature trees.

Virtually all of the buildings within the Goolwa State Heritage Area are relatively small in scale, single storey, of masonry construction (limestone or brick walls, often rendered) with corrugated iron roofing (usually hip or gable), often with low pitch 'lean-to' additions and timber joinery and trim, and set in from property boundaries (i.e. buildings set in space rather than defining street edges). There are some exceptions to this prominent built form, including the historical two-storey hotels and several isolated historical buildings.

The Goolwa State Heritage Area includes nine places that are state heritage-listed places:

- Bow Fronted Shop, 2 Cadell Street
- Corio Hotel
- Former Australasian Hotel
- Former Police Station and Court House, now South Coast Regional Arts Centre
- Railway Stables, now the RSL
- Goolwa Wharf
- Railway Goods Shed
- Railway Superintendent's Cottage
- Cockenzie House, Goolwa Terrace
- The Chart Room and Morgue.



Australasian Hotel



Goolwa Morgue



Railway Goods Shed, Goolwa wharf



Former Court House

Other significant features in the State Heritage Area include:

- A section of the original Goolwa-Port Elliot tramway cutting; excavated in 1852, this is believed to be the oldest surviving railway artefact in Australia
- Goolwa Hotel, the oldest part of which dates from 1853, and which is adorned with a replica of the figurehead of the shipwrecked *Mozambique*
- Former Post and Telegraph Office, part of the 1858 overland Telegraph route from London to Melbourne; the front verandah was used in 1854 as the tramway passenger station
- 1859 Customs House overlooking Goolwa Wharf, now the Heritage Club
- Council Chamber in Cadell Street, which incorporates the original Town Hall (1860) and was modernised in 1878 and 1907
- Soldiers' Memorial Gardens, completed in 1917 on part of the original tramway cutting.



Cutting Road



Soldiers' Memorial Garden

Government Buildings

While many of Goolwa's government buildings follow a similar design pattern to others of the same type throughout South Australia, local materials give them a unique character. Local limestone laid as coursed rubble was used for walling. Ribbon

pointing of lime mortar was typical, distinguishing them from commercial and vernacular buildings. Quoins, window trims and chimneys used local Port Elliot bricks.

Some early buildings in Goolwa started life with timber shingle roofs. These were soon replaced or covered over with galvanised iron but can sometimes still be seen within the roof space. Willunga slate shingle roofing was also used, but this proved to be of limited durability and it has since been replaced.

Windows were timber-framed casements in the earliest buildings, followed by double-hung multi-pane double-hung sliding sash windows. Many original doors and windows remain intact, complete with the fragile but original hand drawn glass panes and original hardware.

Shops and Hotels

The Bow Fronted Shop represents early commercial development with a residence above and behind the shop itself. Its façade and cantilever balcony follows the curved alignment of Goolwa Terrace. The large 18 paned timber framed windows are outstanding.

Thomas Goode's store opposite is a later commercial building, also with a timber framed shopfront, but with mid Victorian plasterwork to the parapet cornice and window trims.

The two storey hotels are landmarks that form a strong edge to Railway Terrace and backdrop to the Memorial Gardens. Along with verandahs, the stone walled yards and outbuildings backing onto Porter Street remain intact.

Cottages and Houses

There are no grand houses in Goolwa. Thornbury, Graham's Castle and Hygiene House are contenders, but these were built on the fringe of the town, or on country estates. Modest workers cottages predominate within the State Heritage Area. In Little Scotland the allotments were narrow and were serviced by narrow night cart lanes. Many cottages were built boundary to boundary, as row cottages with no street setback (Hutchison Street) or with verandahs directly on the footpath (Hays Street).

Simple gable roof cottages with parapet end walls are typical. The roof spans only over the front two rooms, followed by lean-to roofs at the rear. This pattern results in small building and streetscape scale. A few buildings retain the distinctive large hipped roof that was characteristic of wooden single cladding.

Another common early cottage form was the 'back-ender'. A stone two-room skillion (lean-to) was built first, sited so that two rooms could be added in front at a later date. Often the addition was never made, but the cottage remains, sometimes with verandahs added and extensions at the rear.

Captain Richie's Cottage and Cockenzie are examples of larger houses, built by men who succeeded in the River boat trade. Cockenzie has a distinctive large hipped roof, and double curved verandah with commanding views down the River. The house is elevated above a full half cellar.

Streetscape

Goolwa includes streetscapes of widely varying townscape character, determined by the historic pattern of land division and development. Some streets have high masonry walls or hedges creating a street edge. Other streets have a more open character with views to historic buildings with a larger setback or wider areas of open space, such as along Porter Street. Looking north along Hays Street the mature Norfolk Island Pines provide a distinctive vista.

Vegetation

Mature conifer trees provide a dramatic landscape framework to Goolwa. The former tramway alignment and cutting is lined with mature cypress and Norfolk Island pines providing amenity and character to the locality. Cyresses in Goolwa Terrace frame views to Captain Richies cottage and the court house. A group of Italian cyresses provide a dramatic backdrop to the former council office on Goolwa Terrace.

The cotton palms and Norfolk Island pines in Porter Street are landmarks in the area. Jaralde Park, the reclaimed area behind Goolwa Wharf, now grows majestic Norfolk Island pines. Recent street planting has re-introduced subtropical native fig trees. Viewed from Hindmarsh Island, this skyline of mature trees marks Goolwa apart in a low landscape.

On the escarpment overlooking the River, remnant quandong, native grasses and lilies persist in the shallow limestone soils. The River edge, largely re-claimed tidal flats, has been re-colonised by reeds and rushes.

Parks and gardens make an important character contribution at street level. There are formal gardens in the Soldiers Memorial Gardens, cottage gardens and coprosma hedges behind low fences or walls, and replanted native vegetation and interpretation at Jekejere Park.



Italian Cypresses Rear of Council Chambers



Italian Cypresses Rear of Council Chambers

3. Conservation of Historic Structures

3.1 Conservation, Maintenance and Repair

The first step in conserving a building is to learn as much about the building as possible. Who lived there and how was the place used? Are there any old photographs in the local history collection? Research and analysis of the building allows the heritage value (cultural significance) of the place as a whole and of each particular part to be better understood. The heritage value will guide what repair work can or should be done and which work is most urgent.

Historic photographs, early rates records, certificates of title, local publications and heritage survey information can be of assistance in learning about the history of a place. Your Local Council or local historical society may have a local history collection to assist in researching. There are also online research tools, such as Trove and the Australian Dictionary of Biography.

Historical information, along with the physical appearance of the building, its built fabric, layout, former uses, its inhabitants and changes over time, provide an understanding of the place and how it evolved, so that informed decisions can be made about how to approach the conservation process.

Original materials, finishes and profiles of building elements should be retained and conserved, and reinstated where-ever possible. The use of traditional construction techniques, where appropriate, is also encouraged. The aim of any conservation works should be to retain as much original and early building material as possible.

Structural safety is always the first priority, but keeping water out and away is essential for all buildings. Other risks to your building like fire or termites should also be considered and actively managed.

Before starting any work on older buildings, you should identify and address any hazards such as asbestos containing materials and lead paint. Almost all old paints contained lead. They present no risk while the paint is sound and is not disturbed. Lead is released into the environment when paint flakes off, is dry sanded, burnt off or is otherwise disturbed. All hazardous materials must be carefully and properly handled and disposed of to protect you, your family and the environment.

Photographic or documentary evidence should be used to support conservation works where it is available. Details or stylistic elements from other historic periods should be avoided.

Suitably qualified heritage consultants can provide expert advice to guide the conservation of your place.



Former Railway Stables, now RSL built c.1860

Replacement or repairs to roofs, gutters and downpipes

A few early buildings still retain their timber shingles, but these were soon covered with iron. Most heritage buildings in Goolwa were traditionally roofed with corrugated galvanised iron, which was available in 6 or 8 feet lengths. Rust normally commenced

where these sheets over-lapped. These may have been painted at a later date when rust became visible. Traditional roofing was galvanised by dipping in molten zinc to extend the base material's life. It has a characteristic crystal finish or spangle. The galvanised finish weathers over time to provide a visually appealing soft grey finish. Z600 galvanised corrugated iron is still available and ideal for re-roofing heritage buildings.

Replacement corrugated roofing may be galvanised, individually painted, or pre-coated in traditional colours. Usually gutters were Ogee profile with circular downpipes, not rectangular. Scribed ridge capping and roll type barge cappings should be used. Fixing with tek screws is acceptable.

Traditional deep profile corrugated galvanised steel suitable for the long spans over verandahs are once again available. This is preferable to adding timber verandah framing.

Zincalume is not a suitable replacement for corrugated galvanised steel. It has an aluminium finish that does not weather so that it remains conspicuous. Introducing Zincalume as roofing material can damage existing galvanised iron materials and it can cause premature rusting. It is incompatible with lead flashings and lime mortar.

Chimneys are an integral feature of heritage buildings. They affect the interior, the roof and the streetscape, and they are structurally important. Chimneys and fireplaces should be retained and restored, and they should not be removed.



Hutchinson Street

Where a box gutter is replaced, do not replace like for like if the old gutter was too small. A box gutter should have a minimum width of 300 and a minimum freeboard of 100mm. They should have overflows both ends. Altering the roof framing to provide for an effective box gutter may be necessary.

Downpipes and rain water tank overflows must be connected to the street, to ensure that water does not pool against the heritage building. Rain water tanks that are visible from the street should be traditional corrugated galvanised iron circular style with a conical top.

Contemporary fittings, such as aerials, skylights, roof vents and ducts, should be located away out of view and may not be suitable on some historic buildings.

Repairs to walls and chimneys

Heritage buildings in Goolwa are mostly constructed of local limestone and local (Port Elliot or Strathalbyn) red bricks. Both of these are soft materials, but they will last indefinitely if protected from dampness and salt. They were always built using soft lime mortar made from local materials. Where there is a pathway for rising damp, the sacrificial lime mortar absorbs any salt before it can crystallise and damage the stone or bricks. The lime mortar frets away and this protects the integrity of the stones and bricks. Fretting mortar is sign that damp is present and that the soft mortar is performing as intended.

Original materials should be retained wherever possible or replaced or repaired to match existing. New materials should closely match the existing wall or chimney in material, colour, finish and durability.

Decay of pointing and masonry is most commonly due to rising damp or leaking gutters and downpipes that concentrate water at a particular point. It is essential to ensure all water is directed away from the building as a first step in order to allow for

adequate conservation practices. Investigations into the cause of rising damp and associated treatment will require professional advice.

It was common in the past for fretting mortar to be 'repaired' using cement, in the mistaken belief that the old mortar had failed. With rising damp cement mortar causes the salt to attack the bricks and stones. Cement mortar forces dampness higher and higher up the wall and makes the problem worse.

The first priority where salt damp is present is to identify and remove the sources of dampness. These can include:

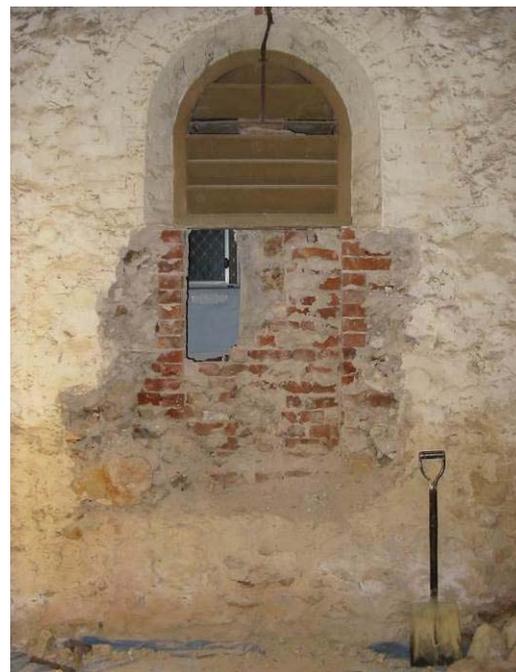
- Concrete paving or concrete floors laid next to stone walls. Concrete keeps the soil damp. The dampness then wicks up the wall if there is not a damp proof course.
- Leaking or overflowing gutters, downpipes, rainwater tanks, drain, pipes or taps.
- Soil, gardens or paths built up against the wall.
- Land sloping towards the building.

Cement repairs and cement render should be carefully removed. They should be replaced with soft lime mortar so the building can again 'breathe' as intended. Chemical injection or undersetting are more intrusive and expensive and should only be considered after the site management and lime mortar repairs have been done.

Unpainted stonework should remain unpainted. Removal of later paint finishes to painted masonry is encouraged, but should be undertaken following professional advice. Some methods of paint removal, such as sand blasting and the use of high pressure water are not recommended as it may damage the masonry.



Removing Cement Render



Original Louvres Uncovered During Restoration Provide Evidence of the Original Colour Scheme

Repairs to windows and doors

The design and construction of windows, doors and shopfronts are a good indicator of the age and use of a building. Many buildings in Goolwa have true double-hung windows with both sashes operational. The top window sash slid down to provide ventilation whilst maintaining a level of privacy (and security) at the lower level. Reinstating the top sash to an operative condition with window locks should be considered. Older buildings often retain the original casement sashes. Old blown glass, where it is intact, provides great character and should be carefully retained. Repair of original windows and doors is preferred wherever possible.

Replacement elements should match existing in terms of their material, size and profile.

Replacement of timber windows with steel, aluminium or plastic frames is not desirable. Replacement doors should be of timber to match the original detailing where evident or a type appropriate to the period of the building.

Traditionally plain iron bars were fixed to windows to provide security. New security window bars, timber screen doors or metal security doors should be of an unadorned and traditional style. Using toughened glass to reglaze original windows is an unobtrusive method of providing an additional level of security. Externally mounted expanded metal mesh security door and window grilles, roller window shutters, externally mounted or canvas roller shades are not appropriate.

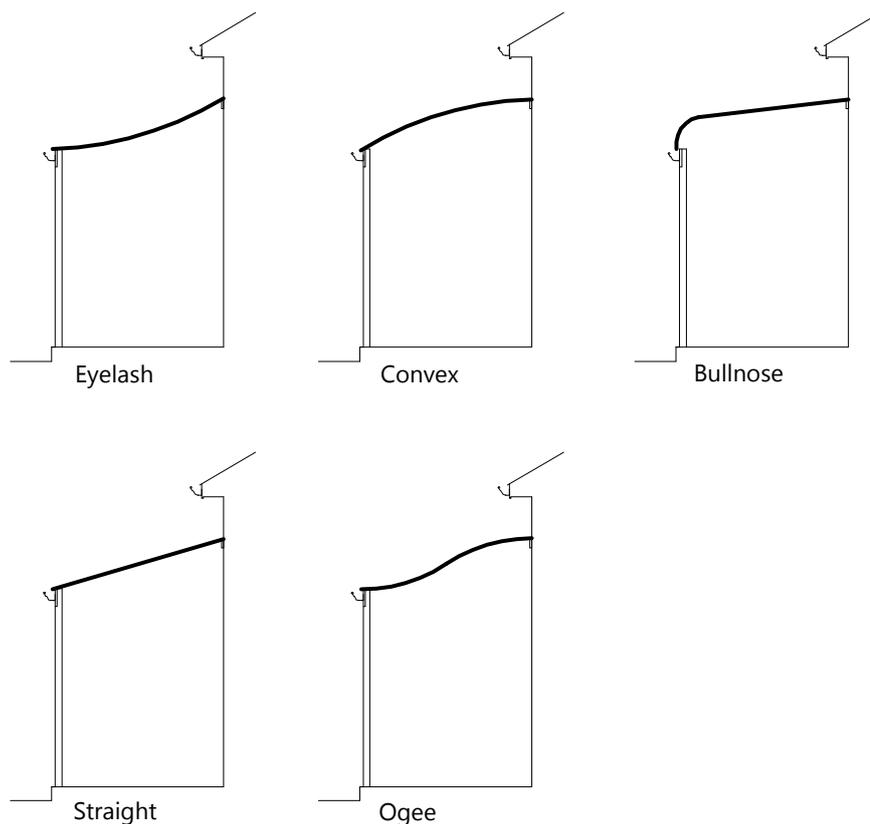
Verandahs

Many buildings in Goolwa were constructed without verandahs. When verandahs were added in the early to mid-decades of the 19th Century they were generally concave, finished with ogee gutters, scotias, beaded or chamfered beams and stop chamfered hardwood posts. Towards the end of the 19th and into the 20th Century bullnose verandahs became fashionable. Roofs are traditionally clad in galvanised corrugated steel sheeting.

When repairing verandahs, careful note should be made of the original profile. Bullnose profiles should closely match the original. A fat bullnose will look wrong and spoil the appearance of the building. The original iron can be used as a template. Even with the original is no longer present, evidence of its shape can often be found on the stonework, and a template made from this.

Decorative scrolled verandah beams and bargeboards were not uncommon but cast iron decoration was seldom used.

Original floor finishes should be retained and conserved. Replacement or repairs should match the existing size, style and colour.



Types of Verandahs

Painting

In South Australia, paint colours on older buildings were typically limited to the decoration of timberwork, as walling was commonly stone in material. Galvanised corrugated roofs were not initially painted, but were often painted years later to conceal corrosion or to update a roof to suit period tastes. Verandah roofs were sometimes painted in the mid-late Victorian period and often in two colours of alternative stripes.

The build-up of many paint layers is part of the patina and texture that give value to heritage buildings. Paint layers can be retained if the substrate and adhesion is sound. Stripping back and polishing architectural elements and fittings should be avoided, particularly those which were originally intended to be painted, such as skirtings and architraves.

Colour schemes should be appropriate for the building's style and era and should generally be based on physical or archival evidence. Original colour schemes should be established through paint scrapes, historic photographs and documentary evidence. If undertaking paint scrapes, select an area where the original paint appears to be intact, usually a protected area such as under the eaves or the back of a verandah post. Areas that are away from the direct sunlight provide a truer rendition of the original colour.

Common to all eras, paint colours were selected to either match or contrast with the predominant stone or brick colour of the building. For more information the DEWNR publication on the *Painting of Older Buildings in South Australia* contains detailed advice and period colour schemes by companies such as Solver, Dulux and Haymes. Reference to heritage paint ranges developed by paint companies outside of South Australia should be avoided, as colour fashions varied state to state.

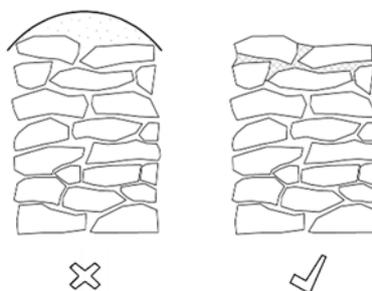
Traditional buildings in Goolwa appear their best when painted in an appropriate colour scheme using colours commonly available from that period. Changes to the external colours of a building in the State Heritage Area require Development Approval

Fences and Gates

Where the verandah directly fronted the road, a picket fence and hand-gate were commonly installed. Square dowell fences and gates can be found on more middle class houses. There are no examples of cast iron fences.

Side fences in Goolwa were typically hardwood palings or vertical corrugated iron fixed to posts and rails.

Original fences and gates should be retained and conserved, or reinstated where possible. Where evidence regarding the original fence is not available, a fence reflecting the era of construction of the heritage building should be considered.



Stabilisation of Walls

4. Guidelines for New Development

Individual buildings and places in Goolwa have historic merit and their own appreciable characteristics. However the overall layout, location and type of buildings also form a distinctive and historically significant townscape character. New development in Goolwa should respect this character, and should conserve and protect the historical and cultural significance of the town as a whole.

The following sections provide specific guidelines as to how new development in Goolwa should be approached.

4.1 Change of Use

The best way to conserve a heritage building or structure is to use it. Any change of use should aim to retain a place's historic character, retain a sense of its original use, conserve significant fabric, but may also include the sensitive inclusion of new services and alterations to make it functional and sustainable.

A place's adaptive reuse should consider whether traditional materials are reused in place of new materials. Some traditional materials may be more expensive than modern materials, but they may last longer.

Some interior fabric of a place may be significant and important to retain when adapting a place, such as joinery and fireplaces.

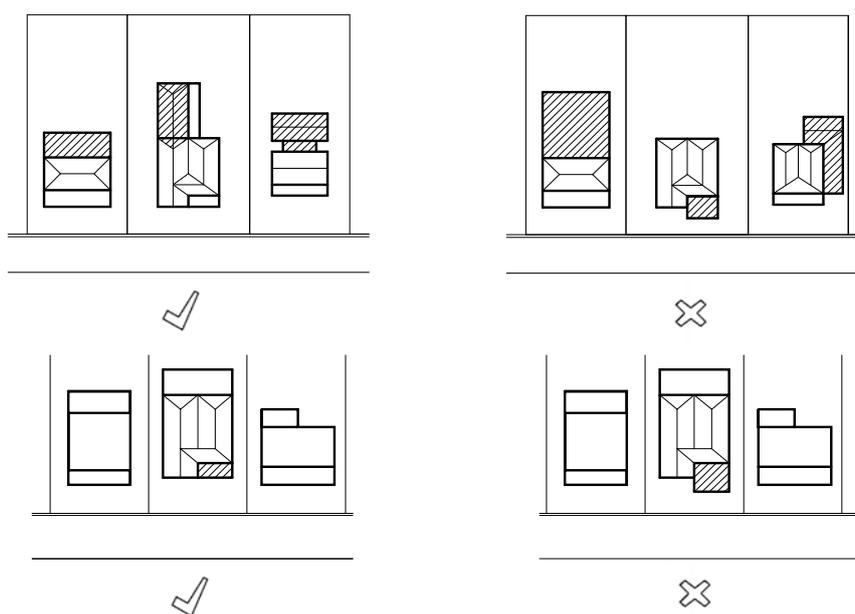
4.2 Land Division

The existing pattern of land division in State Heritage Areas contributes to its historic value. This is particularly evident in the area known as Little Scotland where the narrow frontages are characteristic of the locality and should be maintained. The night cart lanes should remain as public walkways and should not be built over or enclosed.

Allotments should not generally be amalgamated to achieve wider frontages and buildings should not be built over several allotments.

4.3 Site and Location of New Development

Development should utilise the existing building stock in preference to new buildings. Development requiring major new buildings should not be encouraged, but may proceed if it can be shown that the visual impact upon the State Heritage Area will be minimal. No building should take place between the front street boundary and existing buildings of heritage value with the exception of repair to or replacement of original elements or features. Development on the natural escarpment behind the waterfront should compromise the natural and significant slope of the land. Extensive cut and fill is not appropriate.



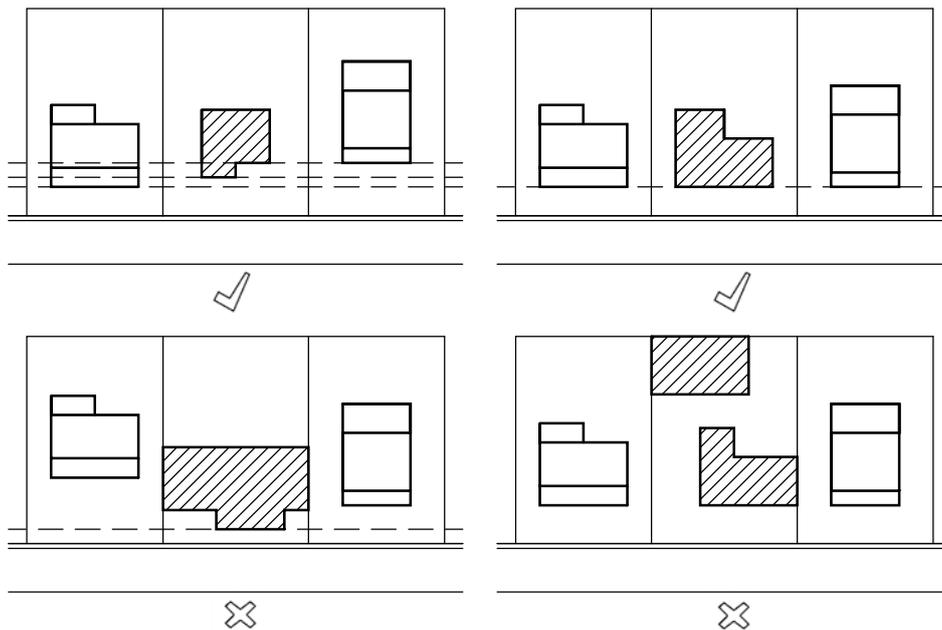
Location of New Development

Setback and Spacing

The setback of new buildings from the street frontage should match that of heritage buildings in the immediate locality. In Goolwa, some buildings are right on the footpath, some have the verandah right on the footpath, and some are set back behind a garden.

The setback of buildings from side boundaries determines the spacing and pattern of building in the street. Carports and garages do not form part of the heritage streetscape. New carports and garages structures should be set well set back from the street to minimise their visual impact

Where the historic cottages are built to side boundaries with gable parapet walls, adjoining new development should follow this form and pattern.



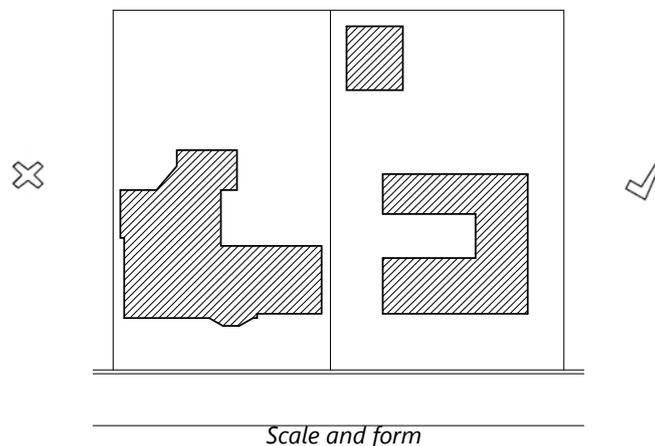
Setbacks and Spacing

4.4 Scale and Form

The form of new residential development should be consistent with the typical scale and proportion of contributory buildings. New development should match the height at the eaves line of adjacent contributory buildings and be consistent with the predominant eaves and ridge heights of other contributory buildings within the street.

These contributory buildings should guide the form of new dwellings, including height, roof pitch, number of windows, their proportion and location, door openings and general massing of the building.

Buildings in the Goolwa State Heritage Area mostly consist of a simple plan form. Infill development in this Area should adopt this simple layout. A simple plan does not only mean a small building form area. A large floor area can be achieved by utilising a series of simple, connected plan forms. It is critical to design the plan form as a response to site conditions and street character. Bay windows are not appropriate in the Goolwa State Heritage Area.

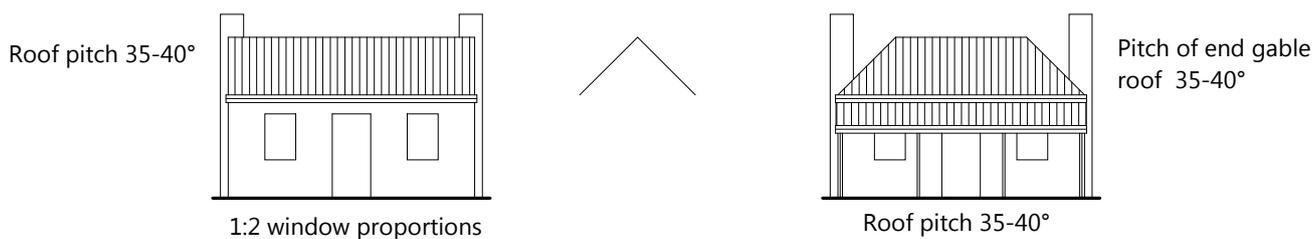


Roof forms

The principal roof form within the area is hip roof construction, clad with corrugated iron. Roof pitches are generally between 30 and 40 degrees. Principal roofs on new buildings should reflect this dominant characteristic and should be simple in design.

Where an asymmetric floor plan is proposed, a gable wall to the projecting room within the front façade may be appropriate. Roof tiles or heavy weight materials are not appropriate.

New gutters should be simple in profile and similar to original profiles used within the Area. Common gutter styles are ogee. Modern profiles are not appropriate. Downpipes should circular, nor rectangular.



Roof Forms

Verandahs

New dwellings should include verandahs to the street in a form that reflects a modern interpretation of the verandah form similar to adjacent historic buildings. Reproduction of historic decorations such as pseudo-cast iron, dutch gables, and finials to suggest a 'heritage' appearance are inappropriate.

4.5 Alterations and Additions

Additions to an existing building can form part of the overall conservation strategy by making the place more useable. They could take the form of a simple verandah, a new outbuilding or a relatively large lean-to extension.

Extensions to the style of cottages found in the Goolwa State Heritage Area should be simple and sympathetic in design to the original dwelling. The nature of the cottages traditionally dictated that extensions were built to the rear of the building. New extensions should follow this pattern. Additions should be clearly identifiable from the original building. Pseudo-heritage additions are not suitable.

Extensions to existing dwellings should maintain the scale and mass of the original section of the house. The design of these additions should be undertaken in a sympathetic manner, and form should follow either a lean-to construction or semi-detached addition. The roof form should follow that of the existing dwelling. Roofs extending less than 4.0 metres from the main building may be skillion. Longer skillion roofs are not appropriate.

4.6 Materials, Finishes and Colours

Materials for new buildings used should complement the predominant character of Goolwa State Heritage Area. Traditional building materials consisted mainly of limestone and brickwork (often lime washed), galvanised corrugated iron roofs and timber barges, fascias, doors and windows.

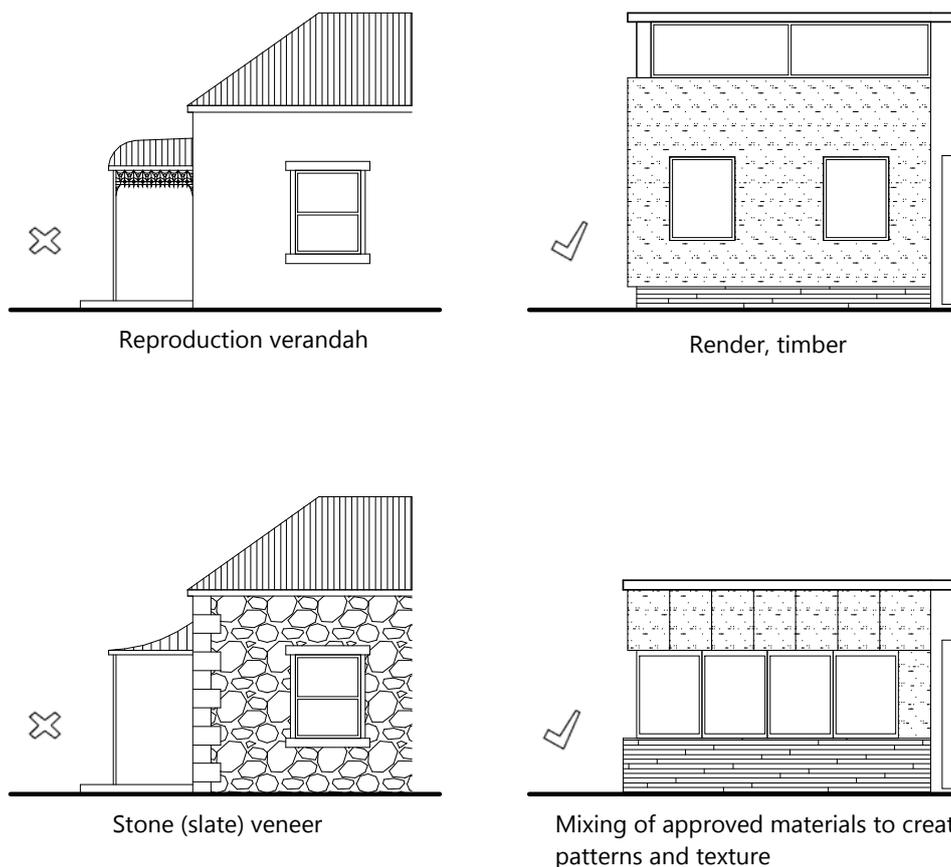
New buildings should not slavishly replicate traditional building details. So-called heritage features, such as imitation bluestone (slate veneer), reproduction cast iron decoration, false glazing bars and leadlight to principal windows, are inconsistent with the historic character of the area.

The aim is rather to complement the dominant colour and texture of the materials of the heritage buildings in the street. Use simple materials such as natural render, brick or corrugated galvanised iron (not Zinalume). Materials can be combined to introduce pattern and texture.

Suitable masonry finishes include appropriate face stonework, face brickwork, painted brickwork, bagged brickwork or cement rendered brickwork. Face blockwork, fibre cement sheet or texture coated render finishes are not suitable. Weatherboards should be of timber.

New walls of extensions to buildings may be stone to match the original part of the building, or alternatively may be framed walls clad in corrugated galvanised iron or timber boarding or may utilise other appropriate traditional methods of construction for the area.

New roof cladding, finishes and details should be consistent with the original age and materials of the buildings in the same street. Suitable roofing is described in Section 4. Steel columns, barges and fascias are not appropriate.



Materials, Finishes and Colours

The table below notes the preferred construction for new places or alterations and additions to historic places in Goolwa, so that works are sympathetic to the materials and form of historic places and to retain the historic character of the State Heritage Area.

| Type of work | Preferred | To be avoided |
|----------------------------|--|--|
| Roofing | <ul style="list-style-type: none"> corrugated iron, either galvanised, painted or pre-coated in traditional colours hip or gable form roof pitches generally between 30 and 40 degrees scribed ridge capping and roll type barge capping | <ul style="list-style-type: none"> Zincalume roof tiles or heavy weight materials |
| Gutting and downpipes | <ul style="list-style-type: none"> ogee profile gutters circular downpipes | <ul style="list-style-type: none"> rectangular downpipes |
| Exterior walls | <ul style="list-style-type: none"> face stonework face or painted brickwork bagged brickwork cement rendered brickwork timber weatherboards corrugated galvanised iron cladding | <ul style="list-style-type: none"> face blockwork imitation bluestone (slate veneer) fibre cement sheet or texture coated render finishes painting previously unpainted masonry surfaces reflective materials glass curtain walls decorative quoins |
| Exterior painting | <ul style="list-style-type: none"> neutral colour palate appropriate to the locale | <ul style="list-style-type: none"> bright colours |
| External doors and windows | <ul style="list-style-type: none"> timber framed doors and windows double-hung sash windows vertical proportion windows security iron window bars timber screen doors or metal security doors of an unadorned and traditional style | <ul style="list-style-type: none"> aluminium framed doors and windows externally mounted expanded metal mesh security door and window grilles externally mounted or canvas roller shades roller window shutters leadlight to principal windows |
| Verandah posts and details | <ul style="list-style-type: none"> scotias, beaded or chamfered beams stop chamfered hardwood posts | <ul style="list-style-type: none"> cast iron decoration Dutch gables and finials |
| Verandah roofing | <ul style="list-style-type: none"> concave or bullnose roof form clad in galvanised corrugated steel sheeting | |
| Verandah floors | <ul style="list-style-type: none"> simple stone tiles or self-finished concrete | <ul style="list-style-type: none"> Reproduction ornate tiling |
| Fences and gates | <ul style="list-style-type: none"> picket fence (front) square dowell fences (front) hardwood palings or vertical corrugated iron fixed to posts and rails (side) | <ul style="list-style-type: none"> cast iron fences precast fence piers |

4.7 Carports, Garages and Sheds

Nineteenth century cottages did not have carports or garages so these elements do not form part of the character of the Goolwa State Heritage Area. Unsympathetic pergolas, carports, sheds and garages could devalue both the appearance of the individual dwelling and area.

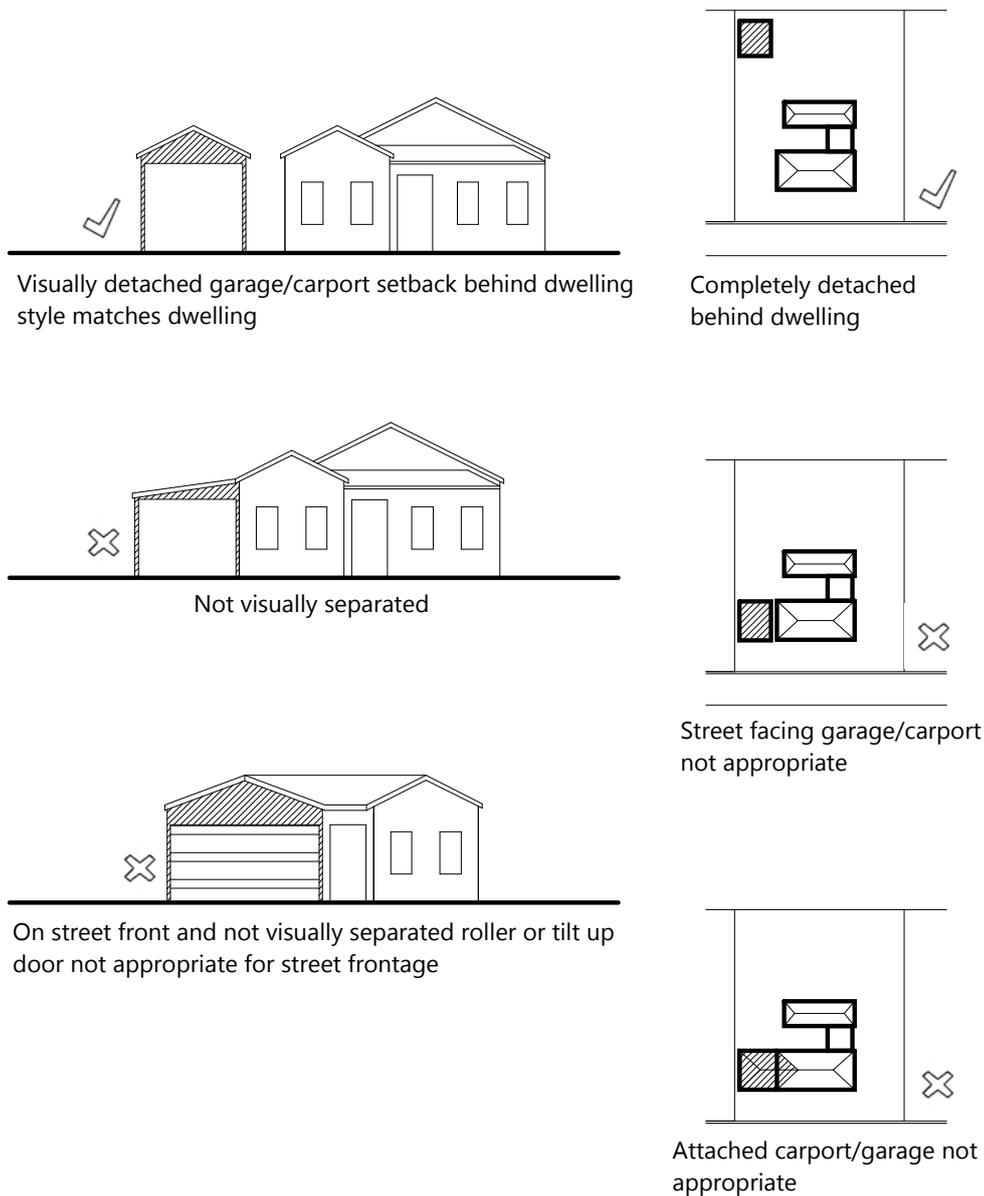
Outbuildings form the 'streetscape' of the back lanes in Little Scotland, and must be designed to respect that context.



Admiral Terrace carport

The construction of outbuildings must be considered on an individual basis for each dwelling. No standard design will suit all situations however, the following broad guidelines apply. Standard generic designs generally require modification to be suitable in the State Heritage area.

- Outbuildings should be constructed to reflect, in a simplified version, the architectural style of the dwelling and locality. Typically, roof materials and pitch should match that of the house.
- No carport, garage or shed should be constructed in the front yard. They should not obscure the view of the house, or disrupt the consistent streetscape character.
- Garages and sheds should be completely detached and located behind the main dwelling. Carports should be set well back behind the façade of the dwelling.
- Roller or tilt-up doors to carports on street frontages or closing driveways are not appropriate.
- On infill development, garages should be detached and set well back from the front of the dwelling to prevent intrusion onto the streetscape. Garage roof forms should be visually separated from the main roof.
- Carports and garages should be single vehicle width, up to 4.5 metres roof span and a simple gable or hip roof form. Double garages are not suitable. They are too bulky and intrusive relative to the small scale heritage buildings in the area.
- Wall heights should be less than that of the dwelling and should generally be not more than 2.7 metres. The roof pitch for garages and carports should be 20°–25°.
- Wall cladding should be corrugated profile. Galvanised and pre-coloured finishes are suitable. Zinalume, square profile wall cladding and fascia gutters are not appropriate. Rendered (texture coated) cement sheet is not suitable.
- A verge overhang should be used with gable roofs. This is a small space between the gable wall and the barge boards.
- Barge capping should be roll type.



Location of Carports/Garages

4.8 Fences, Gardens and Landscaping

Fences

Fences are important to the heritage character of the area therefore they need to be included in any application for a new dwelling. Fences require Development Approval.

The remaining original **fences**, walls and hedges in Goolwa reflect the style and period of the buildings they enclose. Original fences should be retained and repaired where possible. Replacements should reflect the same appearance and detailing wherever possible.

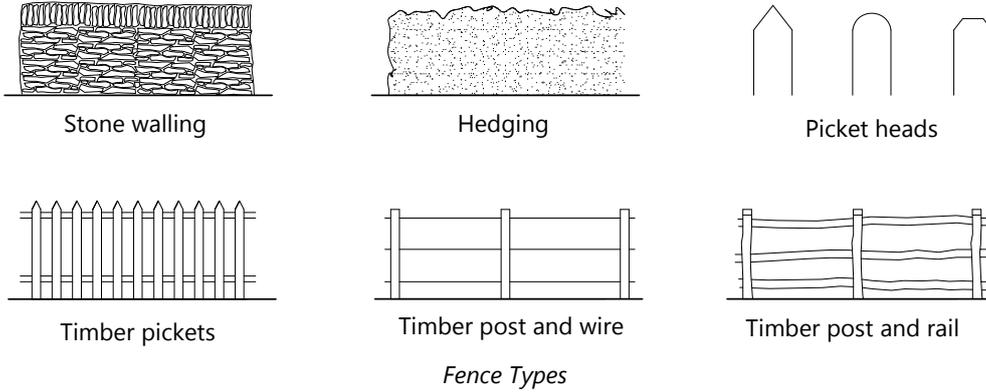
New front fencing should be simple, not highly decorative, and based on historical and photographic evidence of original fencing styles. Fencing should enable a view of the house and yard from the street. It should match the period of the building.

Maximum height for new front fencing should not exceed 1 metre for gable cottages, small symmetrical cottages or attached cottages.

Side fences in Goolwa were typically hardwood palings or vertical corrugated iron fixed to posts and rails. Corrugated side and rear fencing should be galvanised (unpainted or painted in traditional colours) or pre-coated in traditional colours. Fencing should be on posts and rails. Zinalume and horizontal custom orb is not suitable.

High front fencing that prevents viewing of the house and yard is not appropriate. Solid front fencing such as brush, high masonry, metal panels and tubular fencing is not suitable.

Front and side fencing between the street and of the front of the building should be between 1 and 1.4 metres in height above the adjacent footpath level. It should taper down to meet the front fence.



Landscapes and Gardens

A tree planting and tree maintenance programme should be prepared to preserve, reinforce and enhance the character provided by existing trees. New street planting should be based on appropriate species selection and placement.

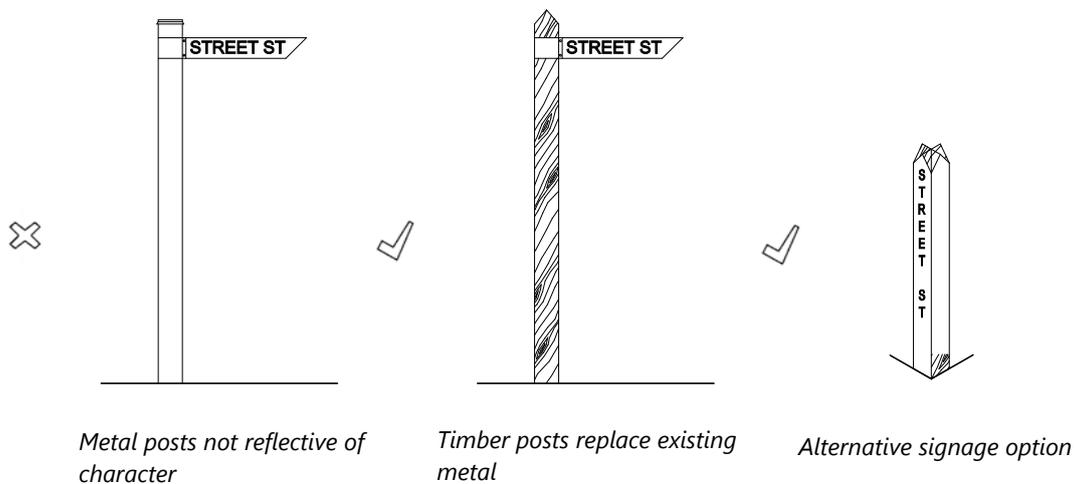
When landmark trees become senescent or unsafe, they should be replaced with like trees of similar mature scale.

Protective hardwood post and rail barriers using a rounded top should be provided while street trees become established

4.9 Signage

Current **street signs** within the Goolwa State Heritage Area comprise reflective type signage panels supported on painted steel posts typical of street signs elsewhere throughout Australia. These signs do not reflect any specific character or historical connection to the Goolwa State Heritage Area.

Street signposts should incorporate a cruciform shape at the top of the post to reflect the shape of picket fences in the area. Replacement signage may re-use the existing reflective sign or should preferably incorporate a new timber sign. An alternative for the aerial type sign is the use of painted or inscribed lettering on a timber post approximately 1.3m high with the top of the post also treated in the cruciform manner.



Street Signs

Advertising signs are one of the strongest visual elements in the Town Centre. Their location, scale and proportion, text and colour effect the character of the State Heritage Area. Development Approval is required for all signage.

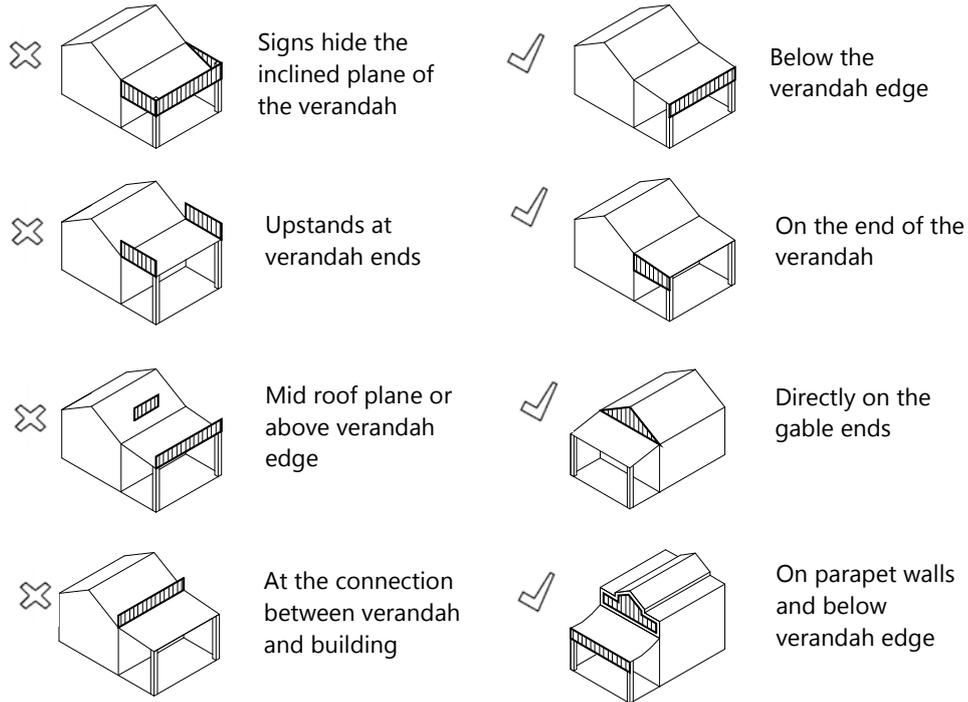
Location

Signage displays can be located within the street facing zone of the building, and on one other façade. The zone between kerb and path is appropriate for Council, Transport SA and local tourism signage only.

Traditional and historical locations for painted signs on the fascia boards of verandahs, on wall panels, and parapets may be used, but the signage should fit within, or be smaller than the panel.

Signage should take clues from and complement the existing structural rhythms and details of the building. Signage that obscures building details or roof forms is not appropriate.

Projecting signage displays that are more than 2300mm above the footpath level are permitted beyond the building boundary, only if the location meets safety requirements.



Location of Signage

Scale, proportion and shape

Signs should be of a scale that reflects pedestrian viewpoints, and not should not dominate the the building or streetscape.

The total area of all advertisements should not exceed 10 percent of the area of any façade of the building on which it is displayed. A clutter of disparate signs should be avoided.

Signs should be simple in shape and form. Corporate signs, logos and symbols should only be displayed where their size and location is compatible with the objectives for the zone.

Business specific signs should have a maximum surface area of 0.5m2. Flat wall signs with business labels should have a maximum dimension of 1500mm wide x 500mm high, provided they are in proportion with the building or building elements to which they are attached.

Verandah signage should generally be limited to 1800mm wide x 300mm high

Where signage comprises individual painted/cut out letters, the height of letters must not exceed 200mm or in proportion with the building or building elements to which they are attached, whichever is lesser.

Materials and colours

Generally, the background for signs should comprise a single colour and the colours used on the sign should be complementary to the building. Internally illuminated signs are not suitable. Materials will be of colour and texture that is appropriate to the building. Finish of signs should not be of a highly reflective material or finish

Signs in Residential areas

Within Little Scotland where the heritage character is residential, one small sign per property is suitable. Where the building is set back from the street, a painted timber post and hanging signboard not larger than 600 x 800mm may be acceptable



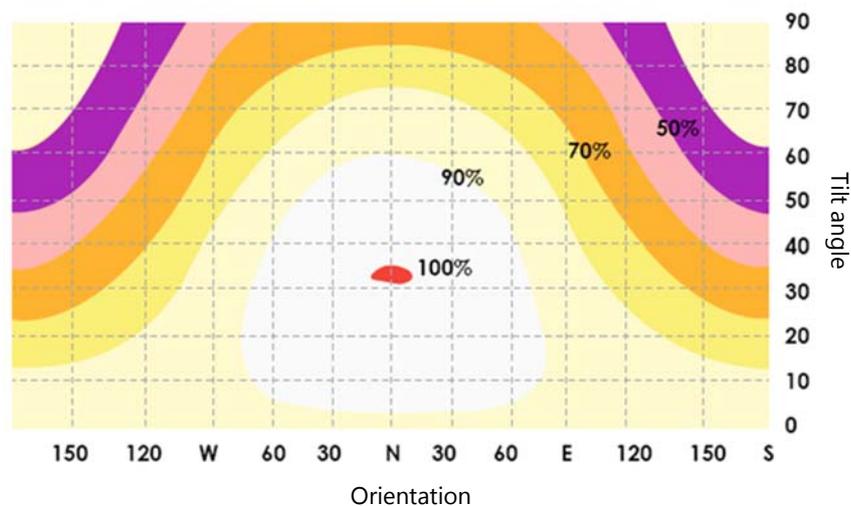
Signboard

4.10 Solar Panels, Satellite Dishes and Air Conditioners

Buildings within State Heritage Areas can be adapted to include new services and technologies, including solar technologies, and often this can be done with little or no impact on the historic character of the area.

To minimise the visual impact to the streetscape, it is desirable to mount solar panels where they are not visible. This is easily achieved on roof planes facing away from the street or on additions and outbuildings located behind the dwelling.

Placement may pose a problem for dwellings with north-facing main elevations, but solar panels can be effective on east and west faces. The diagram below demonstrates the effectiveness for a range of orientations and tilt angles for Adelaide's latitude.



Solar Panel Tilt, Orientation and Output Variation. Source: www.yourhome.gov.au 2010

Solar panels should be:

- Located on roof planes of the dwelling not visible from the street and sited below the ridge
- Located on sheds, carports, garages or pergolas, where possible, or

- Where there are no roof planes of the dwelling that meet the above criteria, panels on a side roof may be supportable where they are:
 - Well setback from the street and preferably screened by a neighbouring structure or building,
 - A small percentage of the overall roof plane,
 - Located as far as practical on the lower part of the roof,
 - Arranged neatly in a symmetrical group with a margin of visible roof edge around the group.

If these guiding principles are followed, the installation of solar panels will have a minimal impact to the historic character of an individual property, neighbours' amenity, the streetscape and overall historic character of the Goolwa SHA.

Satellite dishes and aerials should be discreetly sited to have little or no visual impact from the public realm. Ground-mounted locations with concealment planting or roof planes at the rear of buildings are likely to be the best locations.

Air conditioning units associated with historic buildings should be discreetly sited, so as to have little or no visual impact from the public realm. They should be concealed behind roof lines or located out of site on the ground. Pipework should never be installed externally on a wall visible from the street.

4.11 Public Realm

Public spaces within Goolwa have varying surface treatments, but the most prevalent are roads finished with bitumen and footpaths paved or unfinished. Informal edges without kerb and water table remain where there are mature trees in Cutting Road and Goolwa Terrace. These soft edges strongly reinforce the heritage character of the town and provide a fine grain that enhances the experience of the area.

A small section of hand cut Port Elliot granite kerbing remains in Railway Terrace. An original band of red brick remains under the Post Office verandah. At Goolwa Wharf low-key surfaces have been used so that the heritage buildings remain dominant.

Hardwood post and rail barriers have been used effectively throughout the public realm. Some railway iron fence posts remain. New white painted timber mazes for the pedestrian/railway crossing reinforce the railway theme. Hardwood and railway irons have been used for platforms and the wharf itself.

Street lighting

New street lighting should be low key, particularly with regard to height, scale, spacing and design of fixtures to be used. Pseudo-reproduction gasoliers are not appropriate.

Stobie poles and aerial cables, including bundled overhead cables, are discordant within the Goolwa State Heritage area. Their removal should be encouraged by the provision of underground cables. No additional cabling should be installed.

Transformers and equipment cubicles should be carefully sited to minimise visual intrusion and should be permanently screened from view.

Traffic infrastructure

Standardised traffic infrastructure installed without regard for the informal heritage character of Goolwa could erode its integrity and value. Car parks should be located behind buildings, screens, stone walls or fences within the State Heritage Area. Car parks should be small in area and should avoid large unbroken expanses of hard paving. Flush landscape edges to sealed areas, with hardwood wheel stops should be used in preference to kerbs and water tables.

The layout of car parks should include adequate space for the establishment and growth of canopy trees to provide shade and amenity. Tree planting, including the planting of street trees, should be compatible with the heritage character of Goolwa.

Directional signage

The size and placement of traffic directional signage should have regard to the heritage character. The Soldiers Memorial Garden includes the junction of main roads. While this requires adequate directional signage, it should be of a scale that does not dominate or obscure views of heritage buildings.

Paving

Plain finishes such as hot-mix are preferred to fussy finishes such as paving. Rollover kerbs should not be used. Where required, a low up-stand concrete kerb can be the least obtrusive road edge. Concrete should be lightly washed back after the initial set, to reduce its visual intrusion and to provide a softer texture. However exposed aggregate finishes are not suitable.

Interlocking paving should not be used. Under historic verandahs, brick-on-edge sandstock paving is suitable.

4.12 Archaeology

When undertaking new work that disturbs the ground in the State heritage area, consideration should be given to the potential for archaeological deposits to be revealed. Uncovering the footings of a forgotten building or well can be an exciting discovery and important part of the history of the place.

If you propose to excavate or disturb any place, you may need to obtain a permit under the *Heritage Places Act 1993* if you know or have reasonable cause to suspect that the works will or are likely to result in the discovery, damage or removal of archaeological artefacts of heritage significance. Also, if works uncover an archaeological artefact of heritage significance you must notify the South Australian Heritage Council within the period specified in the *Heritage Places Regulations 2005*. For more information on the archaeological potential of your place, contact Heritage South Australia.

Aboriginal Archaeology

Aboriginal heritage and culture is important to Aboriginal people and communities. Aboriginal sites, objects and remains are protected under the *Aboriginal Heritage Act 1988*. Certain landforms are more likely to contain evidence of Aboriginal occupation, such as areas within 2km of coasts and major waterways, areas within 100m of creek banks and lakes, parklands and road verges, and sand dunes.

If you propose to excavate land in South Australia that may uncover an Aboriginal site, approval may be required under the Act. If works uncover Aboriginal sites, objects and remains, the discovery must be reported to the Minister for Aboriginal Affairs and Reconciliation as soon as practicable.

Professional advice may be required from a suitably qualified archaeologist to assist in determining if works are likely to impact on a site, object or remain of Aboriginal importance, and the identification of such matters if uncovered during works.

5. Contacts and Resources

Department for Environment and Water (DEW)

Contact DEW for advice on heritage conservation, grant funding for State Heritage Places and further information regarding the Goolwa State Heritage Area.

There are various publications on the DEW website, many which can be downloaded for free, such as *Fences in South Australia* and *Maintenance and Repair of Older Buildings in South Australia*.

Phone: (08) 8124 4960

Email: DEWHeritage@sa.gov.au

Website: www.environment.sa.gov.au

Alexandrina Council

Contact Alexandrina Council for information on how to lodge a development application, and advice on fees, timeframes, documentation requirements and what constitutes 'development' in Goolwa.

Phone: (08) 8555 7000

Email: alex@alexandrina.sa.gov.au

Website: www.alexandrina.sa.gov.au

Department of the Premier and Cabinet

Contact the Aboriginal Heritage Branch of the Aboriginal Affairs and Reconciliation Division of the Department of the Premier and Cabinet for queries that relate to Aboriginal sites, objects or remains.

Phone: (08) 8226 8900

Website: www.dpc.sa.gov.au

Resources

Australia ICOMOS 1999, *TheBurra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS, Burwood.

Department of Environment, Water and Natural Resources 2013, *Heritage Impact Statement Guidelines for State Heritage Places*, Department of Environment, Water and Natural Resources, Keswick.

Department of Environment, Water and Natural Resources 2012, *SA Guide to Developing State Heritage Places*, Department of Environment, Water and Natural Resources, Adelaide.

Department of Environment, Water and Natural Resources 2000, *Painting of Older Buildings in South Australia*, Department for Environment and Heritage and the Corporation of the City of Adelaide, Keswick.

Walker, M. and Marquis-Kyle, P. 2004, *The Illustrated Burra Charter: Good Practice for Heritage Places*, Australia ICOMOS, Burwood.

6. Glossary of Conservation Terms

The following terms used in this guideline are taken from The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (1999).

Adaptation means modifying a place to suit the existing use or a proposed use.

Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.

Conservation means all the processes of looking after a place so as to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair.

Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Setting means the area around a place, which may include the visual catchment.

Use means the functions of a place, as well as the activities and practices that may occur at the place.



For further information please contact:

Department for Environment and Water phone information line (08) 8204 1910, or see SA White Pages for your local Department for Environment and Water Natural Resource office.

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