

Port Adelaide

State heritage area: guidelines for development



**Government
of South Australia**

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Environment and Water

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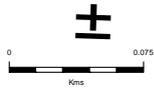
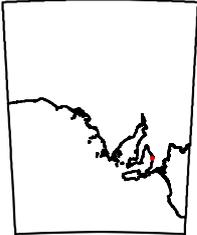
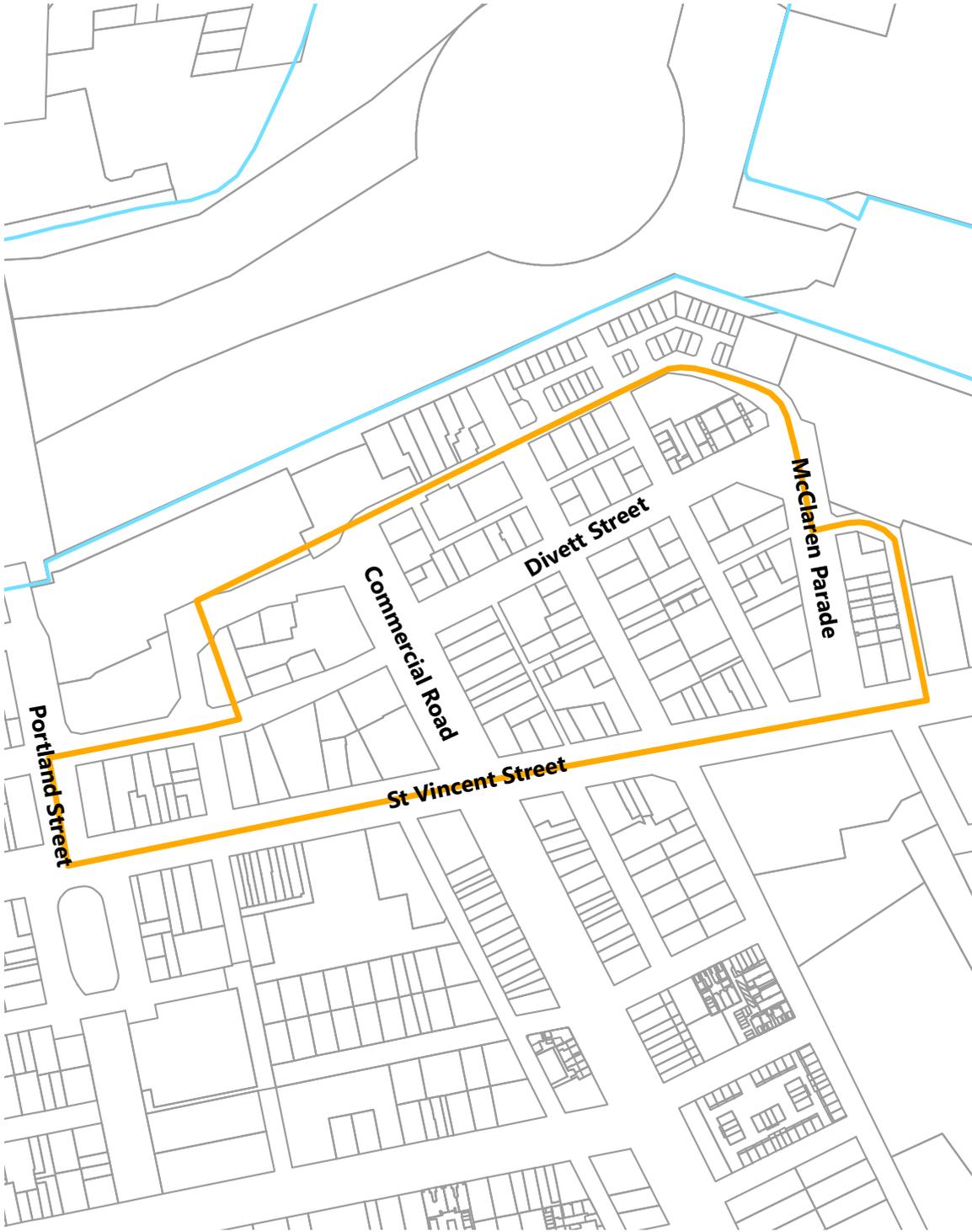
SHA declared in 1982

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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Port Adelaide State Heritage Area



1. Introduction

1.1 Port Adelaide State Heritage Area

Port Adelaide State Heritage Area is located 14 kilometres north west of Adelaide, on the bend of the Port River and referred to as the Inner Harbour of Port Adelaide. The Port Adelaide State Heritage Area was declared on 29 April 1982 as an area of architectural and historical significance, containing South Australia's most substantial and continuous group of colonial buildings, many of which have direct associations with Port Adelaide's function as the State's major port.

State Heritage Areas in South Australia are subject to special protection due to their cultural significance to South Australia. Development in the Port Adelaide State Heritage Area should support the character of the Area, and should conserve and protect its historical and cultural significance.

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 Port Adelaide 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 Port Adelaide State Heritage Area is lodged with Port Adelaide Enfield 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

Adelaide's port was initially (1836) a primitive landing place on the Port Creek (later Port Adelaide River), about two kilometres upstream of the present Birkenhead Bridge. Conditions for landing both goods and passengers at this original Port Adelaide were very poor, and the site became known as 'Port Misery'. After four years a new landing place 'New Port' was established by the South Australian Company, at the northern end of what is now Port/Commercial Road.



Ships at Port Adelaide, c 1890 – (Source: State Library of South Australia, B50421_31)

The newly located port developed rapidly, with the construction of docks and basins. The river channel was widened and deepened, with the dredged silt being used for the reclamation of the adjacent swampy land. By the 1850s many substantial buildings were established in areas adjacent to the waterfront, and in 1855 Port Adelaide was declared a corporate town.

As the Port developed, links with Adelaide became more formalised, with a government-owned railway from Port Adelaide to the capital opened in 1856.

The 1860s was a period of intense development and growth for Port Adelaide, as it was for South Australia generally. The products of successful mining ventures and of agricultural industries (especially wheat and wool) were important exports for Port Adelaide during this time.

A major flood in 1865 caused great damage in many areas, when high tides and strong winds forced the river water over the levee bank. This highlighted the need for land reclamation, which had been ongoing since the 1840s and continued into the 1870s, and resulted in the raising of ground levels against many buildings.

Waterfront changes during the twentieth century involved the upgrading of the wharves, including the development of an outer harbour (1908), and the construction of the Birkenhead Bridge (opened 1940).

Settlement and industry expanded throughout the district during the 1900s, but Port Adelaide's historic core saw little change. The site allowed for large areas of waterfront development along the river, without the need to clear established buildings. In 1975 a committee was established to oversee the redevelopment of central Port Adelaide. This led to the development of the regional shipping centre south of St Vincent Street and shifted the focus away from Port Adelaide's historic core.

The result, more by accident than design, is that the Port Adelaide State Heritage Area contains one of the best concentrations of colonial buildings in the metropolitan area.



Commercial Road 1911, Customs House on RHS – (Source: State Library of South Australia, B 4292)

2.2 Significance

The Port Adelaide State Heritage Area is an area of architectural and historical significance containing South Australia's most substantial and continuous grouping of colonial buildings, many of which have direct associations with Port Adelaide's function as the State's major port.

Port Adelaide was South Australia's first State Heritage Area. It is the historic maritime heart of South Australia and was one of the State's earliest settlements. The Port became the principal gateway to the colony for immigrants and supplies and developed rapidly as a shipping, transport and industrial hub. The many substantial government and commercial buildings that remain are evidence of the centre's prosperity and importance during the mid and late 1800s.

The heritage precinct contains more buildings of continuous scale and historic character than anywhere else in South Australia. This extensive group, of predominantly stone buildings, presents streetscapes representative of nineteenth century commercial areas. All streets within the State Heritage Area have significant building facades, but it is widely recognised that sections of both Divett and Lipson Streets displays colonial architecture of an integrity that is rare in South Australia.

2.3 Character and Setting

The State Heritage Area reflects Port Adelaide's past as both a busy and prosperous port and as the main service centre for the district. While the greater Port Adelaide area has undergone considerable growth and redevelopment during the latter twentieth century, the historic precinct still retains a unique and extensive collection of late nineteenth and early twentieth century architecture - a mix of buildings illustrating the Port's maritime, as well as commercial, past.



Lipson Street

Although the wharf frontage lies just outside the State Heritage Area boundary, its contribution to the area's character is significant. It is still a working port but, with larger ships and modern means of handling cargoes, port functions have changed and few vessels now visit the older wharves of the inner harbour.

In the 1980s a section of No.1 Shed was demolished to provide a site for the old Port Adelaide Lighthouse, with the result that a view of the river became part of the Commercial Road streetscape. More recently areas of Port Adelaide's waterfront have been cleared for housing, and further areas are earmarked for redevelopment in the inner harbour. The construction of a third river crossing, the Port River Expressway, which was completed in 2009, has also brought about a change to Port Adelaide's waterfront character.

The historic appeal of the Port Adelaide State Heritage Area results from its recognised collection of heritage buildings. Streetscapes are characterised by continuous facades to the street boundaries, with few early structures demolished, replaced or substantially altered. The architecture is predominantly Victorian, ranging from early styles, such as the Bond Store and the former Union Bank in Lipson Street to mid-Victorian structures such as the former Telegraph Station on North Parade. A number of buildings also display high-Victorian styles, for example St Vincent Chambers, the old Courthouse and the former Bank of Adelaide in Lipson Street (probably the best example of the elaborate architecture of this period).

Such a concentration of preserved heritage buildings, most of which are still used, creates a cohesive historic landscape within the State Heritage Area. Some of these structures, such as hotels and a few shipping offices and warehouses, serve their original functions but many have been adapted for commercial and residential use. The old Police Station welcomes tourists as the region's Visitor Information Centre, the former courthouse serves as Council Chambers and Lipson Street's Bond Store houses the South Australian Maritime Museum.



Former Police Station and Courthouse

The Port Adelaide streetscape has been upgraded with power lines placed underground, traditional street lights installed, the preservation and installation of traditional stone kerbs and guttering, footpath widening, and tree-planting and landscaping.

One unique aspect of the State Heritage Area is that it has some ground floors partially obscured due to the gradual raising of

street levels. Many buildings incorporated cellars with substantial timber post and beam structures used to support the building. The fronts were at the raised street level and the rear of these properties at the original ground level. Some buildings had adjacent street levels raised after they were constructed, resulting in ground floor levels 'disappearing' below footpaths. This was necessitated due to periodic flooding produced during high tides. The streets of Port Adelaide were built up with material dredged from the river.



Cellar - SA Maritime Museum

There are eighteen places within the Port Adelaide State Heritage Area that are entered individually on the South Australian Heritage Register. These places include:

- The former Customs House complex (including the Telegraph Office, Institute Building & Customs House), North Parade.
- The Town Hall and the Port Adelaide Enfield Council Offices, St Vincent Street.
- The former Police Station & Courthouse (now the Visitor Information Centre), Commercial Road.
- The former Elder's Bond & Free Stores Bond Store (now the South Australian Maritime Museum), Lipson Street.
- The former South Neptune Island (originally Port Adelaide) Lighthouse, Black Diamond Square
- Divett Chambers Offices (originally the Advertiser Building), Divett Street.
- The former Bank of Australasia, Port Adelaide Branch, Divett Street.
- The former ANZ (former Union) Bank, Port Adelaide Branch, Lipson Street.
- The former Bank of Adelaide, Port Adelaide Branch, 114 Lipson Street.
- The former Lewis & Webb Office, Lipson Street.
- Former Weman's Sailmaker's Shop, Lipson Street.
- The Dockside Tavern (former Britannia Hotel), Lipson Street.
- The Railway Hotel, 247 St Vincent Street.
- St Vincent Chambers Shops and Offices, St Vincent Street.
- The Port Dock Brewery Hotel, Todd Street.



Customs House



Town Hall



Former Banking 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 the place was 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. Even surface finishes can have heritage value: some early building timbers were hand sawn in a local sawpit. Each saw mark that remains clearly visible tells part of the story of the place. Overzealous restoration can inadvertently destroy the qualities of the place.

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.

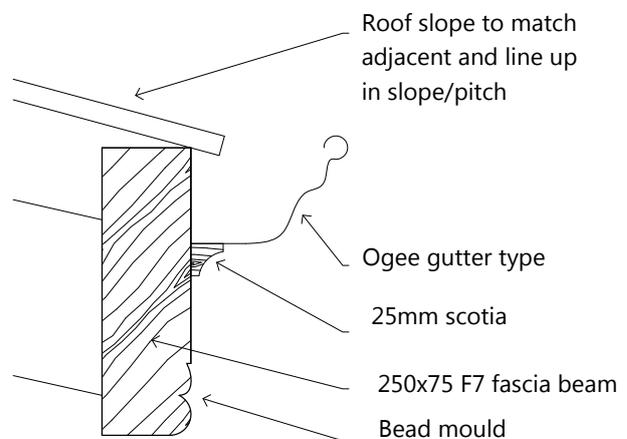
Suitably qualified heritage consultants can provide expert advice to guide the conservation of your place.

3.2 Replacement or repairs to roofs, gutters and downpipes

Care of an old building starts with the roof. Check for leaks and ensure that roof timbers are sound. Roofs in Port Adelaide are generally corrugated galvanised iron or steel and repairs should be made using matching materials. Patchwork 'mending' is characteristic of many of the older buildings in Port Adelaide and can be appropriate. Traditional galvanised iron and galvanised steel roofs are coated with zinc only. Today they are often marketed as "Heritage Galvanised". The modern equivalent – steel coated with a zinc aluminium alloy (e.g. *Zincalume*) is **not** considered appropriate for the State Heritage Area as it retains a bright finish for lengthy periods of time. Where original slate roofs remain, repairs and selective replacement should be undertaken rather than wholesale replacement of slates.



Original Downpipe with Decorative Bracket



Ogee Profile Gutter

Gutters should be ogee profile not modern square gutters or quad guttering. Downpipes (generally fixed with stand-off brackets) should be circular, also in galvanised steel and painted in with the surrounds. Verandah downpipes are usually a smaller section than those for main roofs.

Generally, original corrugated iron roofs should be replaced with matching materials, however in consultation with a conservation architect, in some instances Colorbond may be considered appropriate.

3.3 Repairs to walls and chimneys

Decay of pointing and stonework is most commonly due to rising damp, a change in ground levels and conditions around the perimeter of the building or leaking gutters and downpipes which concentrate water to a particular point. In conservation work it is vital to ensure all water is directed away from the building and that original damp proof courses are not bridged. Original tar and sand damp proof courses can be repaired by skilled professionals.

Once the cause of mortar decay has been addressed, salts have been removed and the walls allowed to dry out, masonry walls can be re-pointed. It is important that soft, lime-based mortars are used for re-pointing. Mortar that is softer and more porous than the surrounding stone will absorb moisture more readily than the stone. The mortar deteriorates first thus protecting the stone. Oxides should be used to match new mortar to original colour.

Harder cement mortars are not appropriate as these mortars resist moisture absorption - any moisture present will evaporate and consequent crystal formation will occur in the stone. Additionally, damp may also be drawn through the stone, hastening its decay. Use of lime-based mortar may lead to more frequent re-pointing (e.g. every 10 to 15 years), but its use is essential for the protection of stonework that is much more costly to replace.

Where replacement materials are necessary, stone of a type and colour as close to the original should be used. Where hard cement repairs have been undertaken, they should be replaced with lime mortar. Some face stone buildings have been rendered or painted over at a later stage. Paint or render should be gently removed by an experienced heritage contractor, using hand tools to ensure that the face of the stone is not damaged.



Removing Render May Expose Damaged Face of Original Brickwork

Cellars

Many buildings in Port Adelaide retain their original cellars. Salt damp is common in these areas due to groundwater table and subsoil conditions. The rate of salt damp attack can be controlled by either:

- Keeping the cellar closed to reduce evaporation. Salts may still be present superficially on the walls (referred to as efflorescence) but provided the damp does not migrate further up the walls, the rate of decay may be reduced.
- Ensure the cellar is ventilated and apply a sacrificial plaster or limewash coating to absorb the moisture and salts. (One proprietary product is known as *Cocoon* by Westox.)

In any event if the cellar is used for storage, the area in front of the walls should remain clear to allow for air circulation and prevent further damp build up.

Walls of corrugated iron and weather board

The most common problem with walls of these materials is the decay of the supporting timber due to termite infestation. Replacement timbers should be treated against termites. Steel-supporting structures may be appropriate in some cases. Weatherboard should be maintained with regular painting. In cases where former warehouses are constructed from corrugated iron or steel and the integrity of the cladding is beyond repair, the affected areas should be patched using recycled materials or a similar new material if it can be sourced.

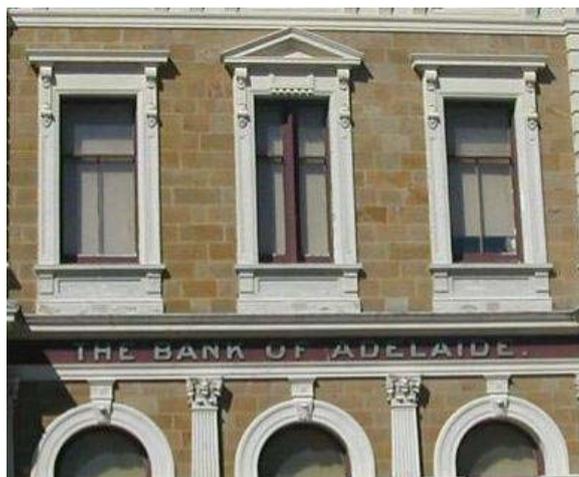


Timpson Street

3.4 Repairs to windows and doors

The design of windows and doors is a good indicator of the age of a building, and the original should be retained wherever possible. If replacement is necessary it should match the original. Incorrect window and door replacements can significantly reduce the integrity of a building. Windows and doorways that are 'vertically proportioned' (that is, tall and narrow rather than wide) and small in size are an important feature of Port Adelaide.

Enlarging original window and door openings on principal elevations is generally considered inappropriate. Aluminium frames are not considered an appropriate substitute for timber framed windows and doors.



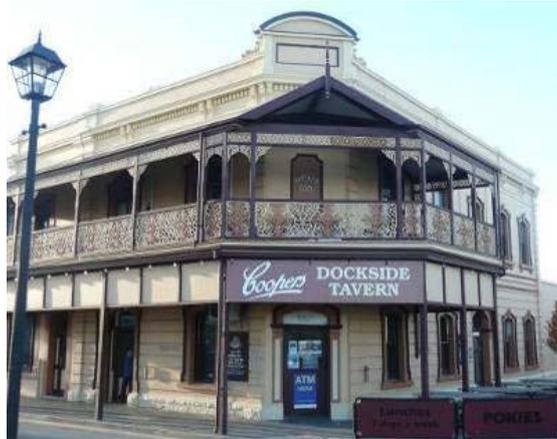
Lipson Street Windows

External colours and finishes

Brickwork and stonework which is unpainted should be retained. Removal of later render or paintwork to brick and stone can be undertaken if extreme care is used. Work should be undertaken by an experienced heritage contractor using hand tools. Sandblasting should not be used as this pits the face of brickwork and stonework causing damage.

Original paint colours can be determined by paint scraping. This is undertaken using a sharp blade and carefully slicing through

the layers of paint to reveal the original colour. Care should be taken not to confuse the undercoat with the original colour. In many cases coloured lime washes of a white or stone colour were applied to original render finishes.



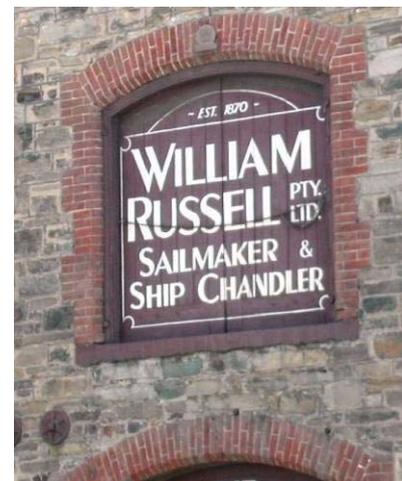
Appropriate Paint Colours

Historic Signs

Many historic signs are still visible on buildings throughout the State Heritage Area. Signs were painted directly onto masonry walls or corrugated iron cladding and were generally at the top of the building below the parapets or on the side of the building. Signs were also painted on verandah fascias. Some advertising signs were also painted directly onto masonry facades, in particular on the side walls of buildings. Early signs are important reminders of the former functions or ownership of the building.

Depending on their significance, there are several methods for conserving early signs including:

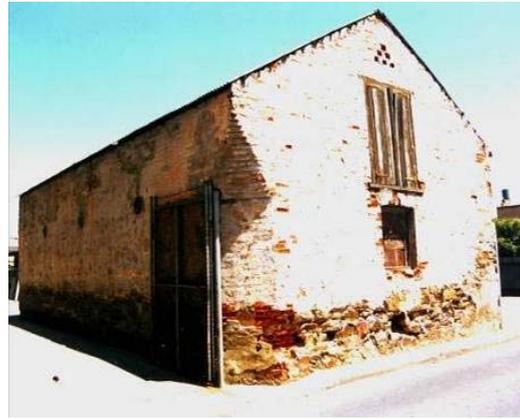
- Gentle surface cleaning and consolidation of peeling paint,
- Over-painting the original sign after applying a separation layer to protect the early sign and using paint which is reversible such as an acrylic paint.
- In-painting - applying paint to the area of loss only if there is partial loss of a sign only.



Some Examples of Original Painted Signs



Calton Street Coach House, 1992



2010



17 Divett Street, 1992



2010



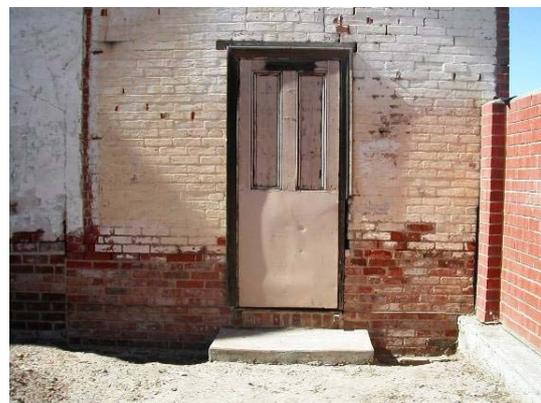
21 Divett Street, 1995



2010



Brickwork Restoration - (Before)



(After Restoration)

Comparison Images 'Before' and 'After'

4. Guidelines for New Development

4.1 Desired Character

Desired character expresses a vision about how the area should look and feel in the future. Development in the Port Adelaide State Heritage Area should respect and enhance the historic character of the town.

The following sections provide specific guidelines as to how new development in the Port Adelaide State Heritage Area should be approached.



Maintaining Scale and Form but Using Contemporary Materials



Contemporary Interpretation of Traditional Building Form

4.2 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.

4.3 Land Division

Land division or realignment of allotments is considered development, and requires development approval.

The Port Adelaide State Heritage Area has a dense urban character with buildings built to the street and side boundary alignments. New buildings should follow this pattern. Where allotments are amalgamated, new development should make

reference to the traditional pattern of well-articulated building facades in the State Heritage Area. Parking should utilise rear lane access wherever possible.

4.4 Scale and Form

The character of buildings in the Port Adelaide State Heritage Area reflects its development as a busy port hub for South Australia. The majority of historic buildings are constructed of stone and brick often with ornate rendered mouldings to the main facades. Many of the buildings reflected the status of their owners, such as the remaining substantial banking chambers, maritime offices and bond stores. Roofs were generally steeply pitched between 30 and 35 degrees and simple in form – either hipped or gabled. The roof forms of the more substantial buildings were generally concealed behind masonry parapets, which featured decorative cornices, balustrades and urns.

Some of the more modest corrugated iron clad warehouses also remain and are also an important part of the built form of this area. Gabled roof structures remain in the State Heritage Area, particularly to the more modest corrugated iron warehouses.



New Development, Todd Street

Roof Form

The irregular height of buildings is characteristic of the State Heritage Area and introduces a varied skyline and interesting building silhouettes. New development should maintain the established rhythm of roof lines within the State Heritage Area. Pitched roofs are considered appropriate for the new buildings, pitched at approximately 30°. Generally, roofs should be concealed behind masonry parapets, or expressed as hips or gables on the street facades. Appropriate roof cladding materials are corrugated iron steel sheeting, either galvanised or in some cases Colorbond finish. Slate roofs may be appropriate in some instances, but modern terracotta or concrete tile roofs are not considered appropriate in this area



Articulated Building Silhouettes

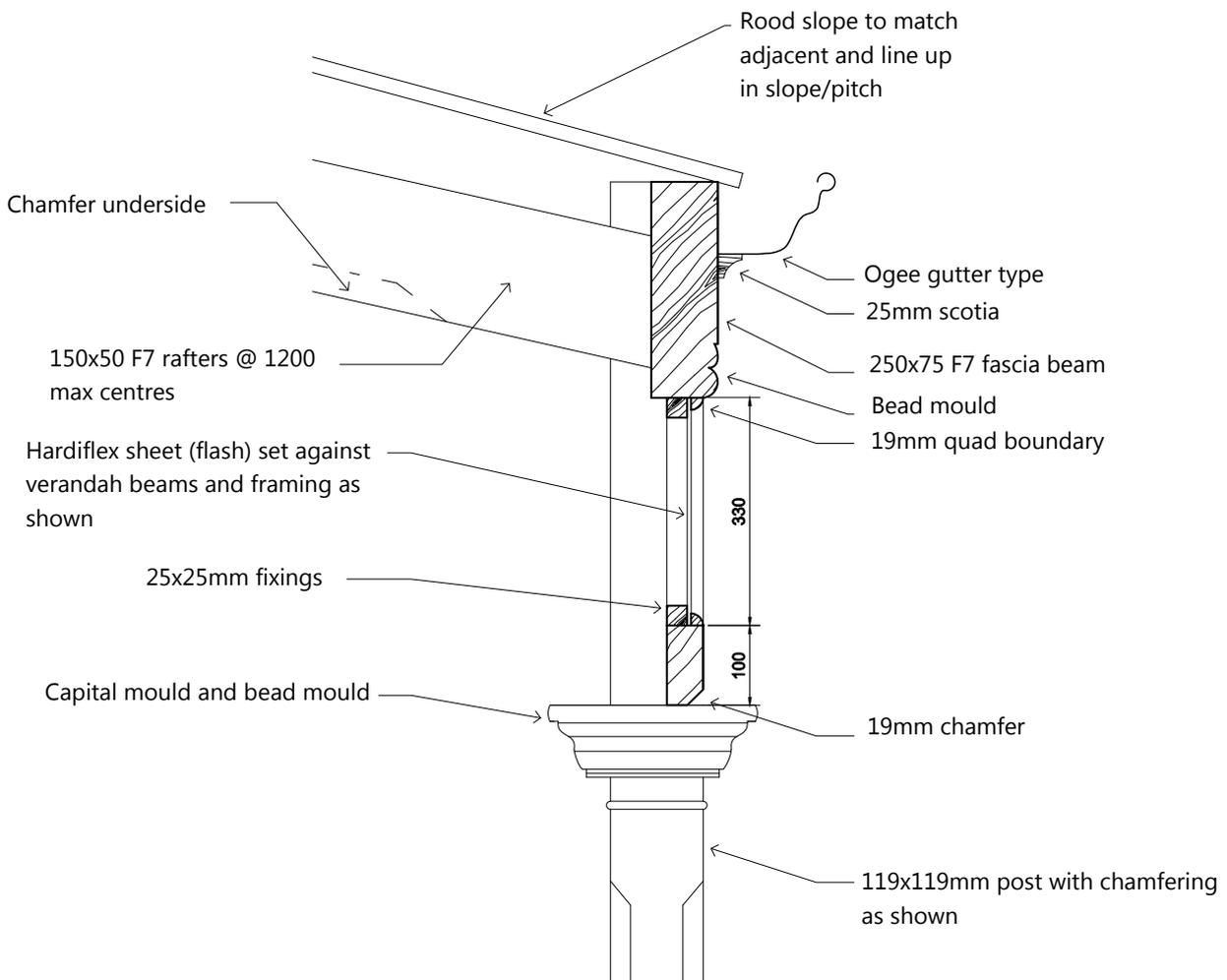
Verandahs

Verandahs over the footpath are common to hotels and some shops in the State Heritage Area. Verandahs are simple in design, with angled roof lines and with a shallower pitch than the building to which they are attached. Where verandahs are reinstated to early buildings the dimensions of elements, architectural mouldings and materials should all be similar to the original elements. Early photographs can be used as a guide.

A verandah may be appropriate for new development in the State Heritage Area, depending on the character of buildings in the immediate locality.



Commercial Road Shop Before and After Verandah Reconstruction



Typical Verandah Detailing

Fenestration

Fenestration refers to the pattern of openings in a building. The fenestration of buildings in the State Heritage Area is characterised by vertically proportioned openings, generally with deep window reveals which produces a strong shadow line on the building façade. Windows were generally symmetrically placed on facades or were sometimes grouped in pairs. Front entries were commonly recessed to provide a sheltered porch. Side walls that are visible on street corners of buildings in the State Heritage Area are generally well articulated with vertically proportioned windows and decorative architectural detailing. Windows in new buildings should be of proportions which complement the character of windows in the State Heritage Area.

Windows and doors should preferably be timber framed. It may be appropriate to use aluminium framed windows and doors in some contexts, although the section sizes of the framing should be commercial grade and similar in dimensions to original timber frames.

Security screens are recognised as assisting with security (and associated insurance). However intricate aluminium type screen doors should be avoided. Window screens should be simple metal grilles without spears or other embellishments; they should blend in with the existing window framing and be placed within the window opening. Simple metal security doors can be appropriate.



Regular Pattern of Openings



Example of Plain Metal Security Screen

4.5 Materials, Finishes and Colours

Throughout the State Heritage Area a variety of finishes are used: face stone and brick walls, rendered facades, corrugated iron and timber cladding. New materials and finishes should complement the existing buildings and character of the State Heritage Area. Tilt up concrete walls should not be used for new construction where walls will be visible as it is not possible to achieve the level of articulation and finish that is appropriate for the historic character of the area. Finishes should reflect the variety of

textures and colours that are created by the use of stone and brick in the State Heritage Area. Colours for walls, timber trim, gutters, downpipes and architectural detailing should be based on traditional colour schemes. Stark contemporary colours such as black and white are not considered appropriate. Similarly primary colours should not be used.



New Building which Reflects Traditional Materials

Type of Work	Preferred	To be avoided
Roofing	<ul style="list-style-type: none"> corrugated galvanised steel or iron second hand corrugated sheeting Colorbond - negotiable (grey) 	<ul style="list-style-type: none"> steel sheeting profiles other than corrugated, e.g. 'custom orb' bullnose verandas Zincalume sheeting concrete or clay roof tiles
Exterior walls	<ul style="list-style-type: none"> stone face brick corrugated galvanised iron timber weather boards lime wash to stone 	<ul style="list-style-type: none"> steel sheeting other than custom orb cement render/mortar
Exterior painting	<ul style="list-style-type: none"> dark browns, greens or grey unfinished timbers light colours (for extensions) lime wash 	<ul style="list-style-type: none"> harsh whites metallic paints acrylic paints on masonry painting of unpainted masonry should be avoided
External doors and windows	<ul style="list-style-type: none"> braced and ledged doors, new or re-used four panelled timber framed doors where appropriate, new or re-used simple screen doors, timber framed, with woven fly-wire and timber beads timber framed windows, vertically proportioned (taller and narrower) 	<ul style="list-style-type: none"> elaborate designs and styles sliding doors aluminium screen doors aluminium window horizontally proportioned windows large windows in exposed façades
Gutters and down-pipes	<ul style="list-style-type: none"> galvanised 'Ogee' gutters galvanised 'Half-round' gutters round, galvanised iron down-pipes painted gutters & downpipes 	<ul style="list-style-type: none"> modern Quad gutters elaborately styled gutters Zincalume or PVC
Verandah posts and timbers	<ul style="list-style-type: none"> square timber posts cast iron posts where appropriate 	<ul style="list-style-type: none"> concrete posts turned timber posts
Verandah roofs	<ul style="list-style-type: none"> simple pitched 	

4.6 Shopfronts

Many original shopfronts in Port Adelaide have been removed but there are also many original shopfronts which still survive. Original shopfronts should generally be retained and restored. Intact shopfronts to existing early buildings are characterised by the following elements:

- Timber shop fittings
- Paired or single entry doors
- Masonry or timber stallboards (sometimes accompanied by an internal display shelf).

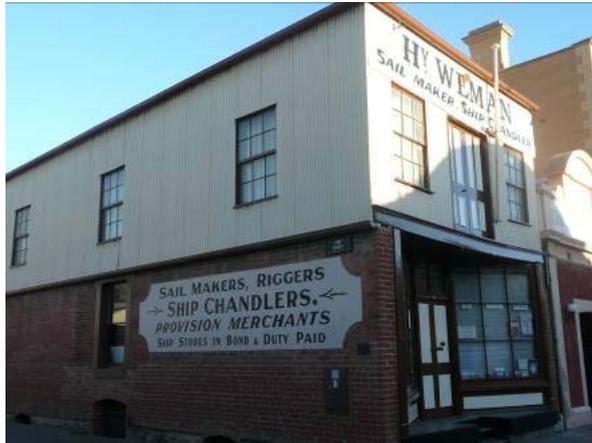
Shopfronts of a later 1920s period are also significant and characterised by the following elements:

- Metal shop fittings
- Paired or single entry doors

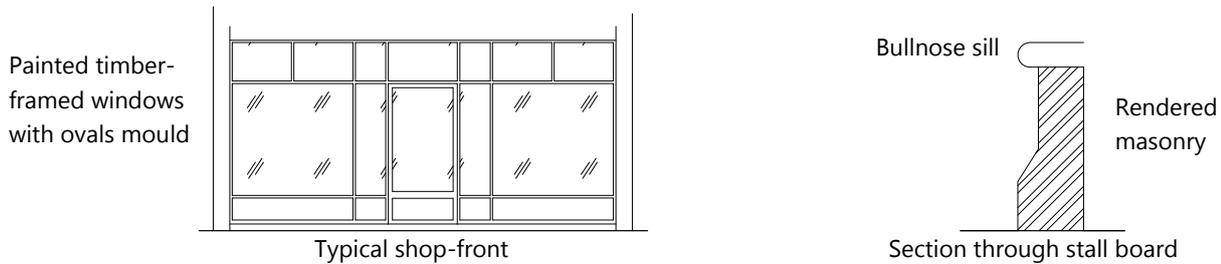
- Tiled stallboards and shopfront divisions
- Recessed entries.

New shopfronts in new development within the State Heritage Area should:

- Be constructed in timber or powder-coated aluminium with vertically proportioned divisions.
- Incorporate a stallboard at the base in rendered masonry or panelled timber as appropriate.



Early Shop Front



Shop Front Construction Details

4.7 Garages and Sheds

Car-parking should be accessed via rear laneways where possible. Garage doors should be single width and well designed to complement the historic character of the area. Materials should reflect the character of the State Heritage Area - such as timber or “mini Orb” cladding. Domestic style panelled doors or heritage style reproductions are unlikely to be appropriate for the State Heritage Area.

4.8 Landscaping and Fencing

Pot plants may be appropriate outside eating establishments in the heritage area. Council approval is required if pot plants are to be placed on public footpaths. Advice should be sought from council’s technical services. Pots should be confined to either terracotta or concrete coloured in a biscuit colour, of simple in design without elaborate decoration.

Front fences are generally not characteristic of buildings in the Port Adelaide State Heritage Area as the buildings are constructed to the property’s street boundary alignment. Fencing will generally be confined to side and rear property boundaries, and rear laneways. Traditional fences appropriate to the area are:

- Galvanised corrugated steel sheeting (with the corrugation running vertically,)
- Hardwood timber paling fences,
- Stone walls,
- Brick fences.

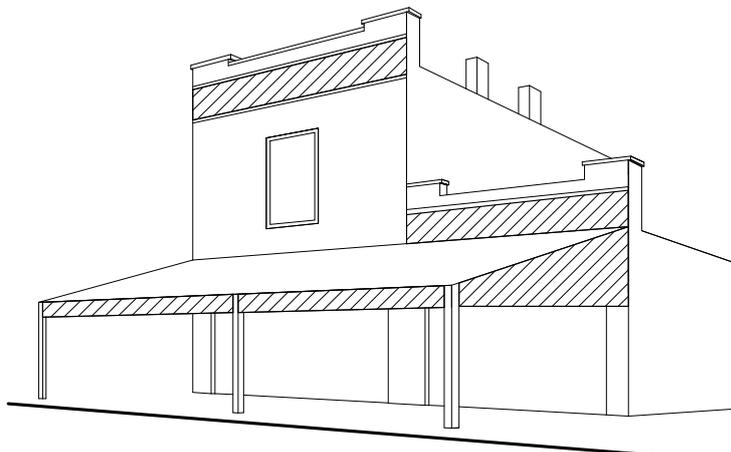
4.9 Signage

All signs erected in the Port Adelaide State Heritage Area, whether it is for advertising, tourist information or heritage interpretation, require Development Approval. It is recommended that heritage advice is sought prior to lodging a

Development Application for signage. If conservation and design advice is provided in the preliminary stages, the approval process can be more streamlined once an application for development approval is lodged. Reference should be made to the Port Adelaide Enfield Development Plan provisions for signage in relation to heritage places.

Signs should be illuminated using external spotlights. Internally unilluminated signs should not be permitted above verandah level. Sign panels should be set within a 'frame', the colour of which relates to the colour scheme of the building.

If a retail outlet is established, new signs should be designed to complement the historic features of the building and State Heritage Area. New signs proposed should complement the setting, scale and character of the immediate area. Brightly coloured corporate logos and illuminated signs are not considered appropriate for the State Heritage Area.



Appropriate Signage Positions



In Hindley Street, Adelaide, Neon signs and Corporate Colours Detract from Traditional Architectural Character



Divett Street, Appropriate Advertising

4.10 Street Furniture

Street furniture should be carefully selected in association with the Port Adelaide Enfield Council. Fixed metal or timber bench seating should be regularly maintained.

Within the State Heritage Area, plastic tables and chairs **are not appropriate**. There is a wide range of suitable chairs in metal and/or timber, which are appropriate.

Umbrellas should not be in strident colours, and preference is given to umbrellas without advertising. However, if advertising is incorporated, there should be one form of advertising per frontage, with a suitable umbrella colour to reinforce the colours in the Heritage Area.



Appropriate Street Furniture



Street Furniture Which is Not Appropriate

4.11 External Lighting

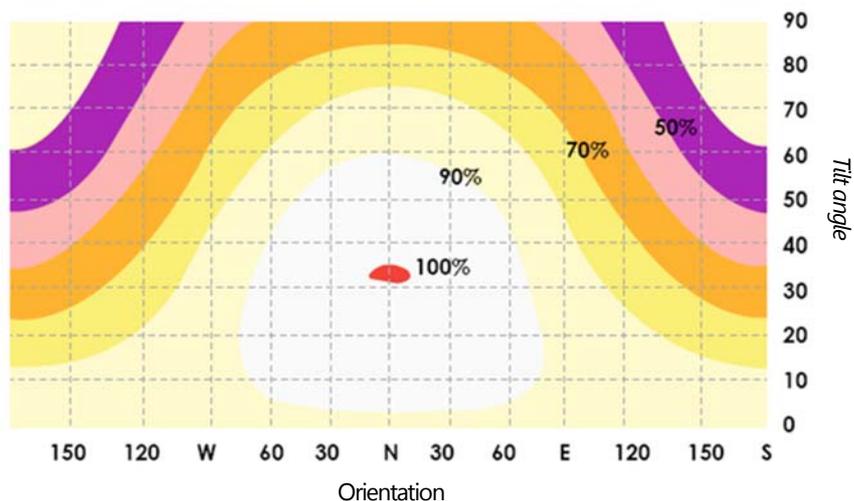
External lights should be discrete. They can be used to highlight the architectural features of historic buildings or to light advertising signs. This has been cleverly achieved on many buildings, including the former Police Station Complex.

4.12 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 Port Adelaide State Heritage Area.

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-conditioners should not be visible from the street. They should be sited sensitively and avoid damage to original building elements such as masonry walls, window openings, etc. Services and electrical cabling should be located in discrete locations such as under the floor or in the roof space rather than run externally up the face of the building.

Condenser units should not be placed directly against old sandstone or brick walls as the warm moist air can cause salt damp.



Air Conditioner Installation Not Acceptable

4.13 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 Heritage South Australia of DEW for advice on heritage conservation, historical archaeology, grant funding for State Heritage Places and further information regarding the Port Adelaide State Heritage Area.

There are various publications on the DEW website, many which can be downloaded for free, such as 'Maintenance and Repair of Older Buildings in South Australia' and 'Salt Attack and Rising Damp: A Guide to Salt Damp in Historic and Older Buildings'.

Phone: (08) 8124 4960

Email: DEWHeritage@sa.gov.au

Website: www.environment.sa.gov.au

City of Port Adelaide Enfield

Contact City of Port Adelaide Enfield Council for information on how to lodge a development application, and advice on fees, timeframes, documentation requirements and what constitutes 'development' in Port Adelaide.

Phone: (08) 8405 6600

Email: customer.service@portenf.sa.gov.au

Website: www.portenf.sa.gov.au

Resources

Couper-Smart, John, *Port Adelaide, Tales from a "Commodious Harbour"*, Friends of the Maritime Museum, Adelaide, 2003

Gifford, Stuart Cameron, *Heritage, The Port, Development and Prosperity*, City of Port Adelaide Enfield, 1998

Marquis-Kyle, P. (2004) *The Illustrated Burra Charter*, Australia ICOMOS with the Australian Heritage Commission, Sydney

McDougall & Vines Port Adelaide reports:

- Port Adelaide State Heritage Area, Existing Condition Assessment and Recommendations, February 1992
- Port Adelaide Centre Heritage Survey, 1993-1994
- Port Adelaide State Heritage Area Outdoor Dining Guidelines, 2001

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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