

Heritage Standard

Port Adelaide State Heritage Area

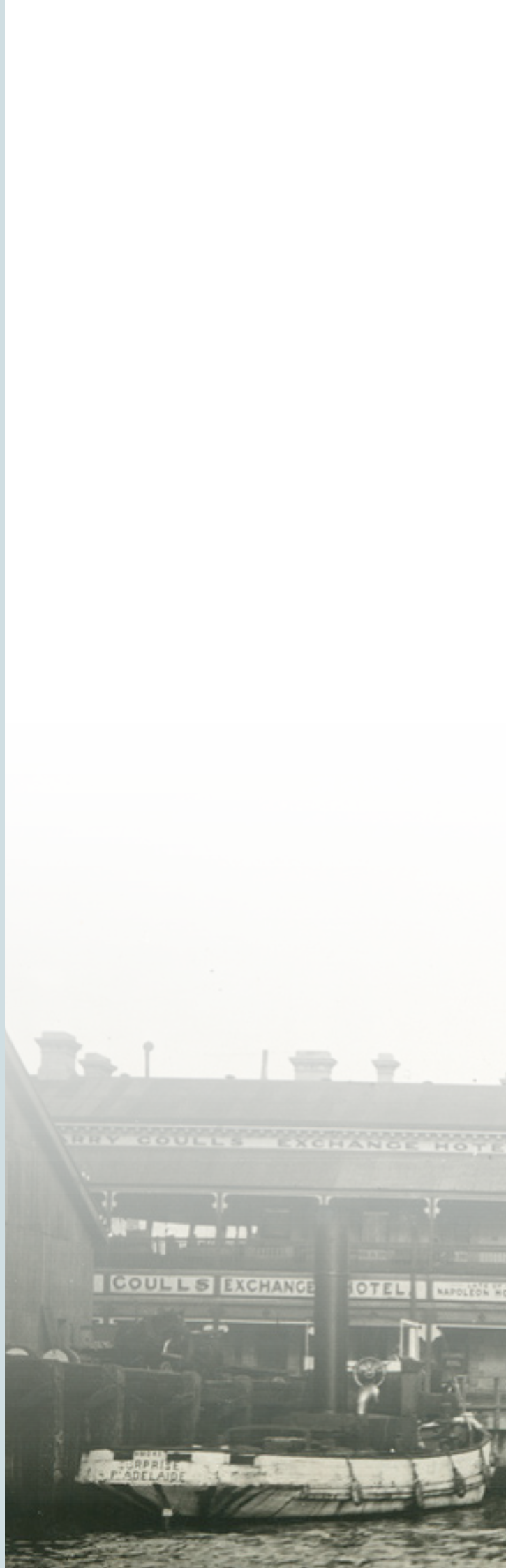


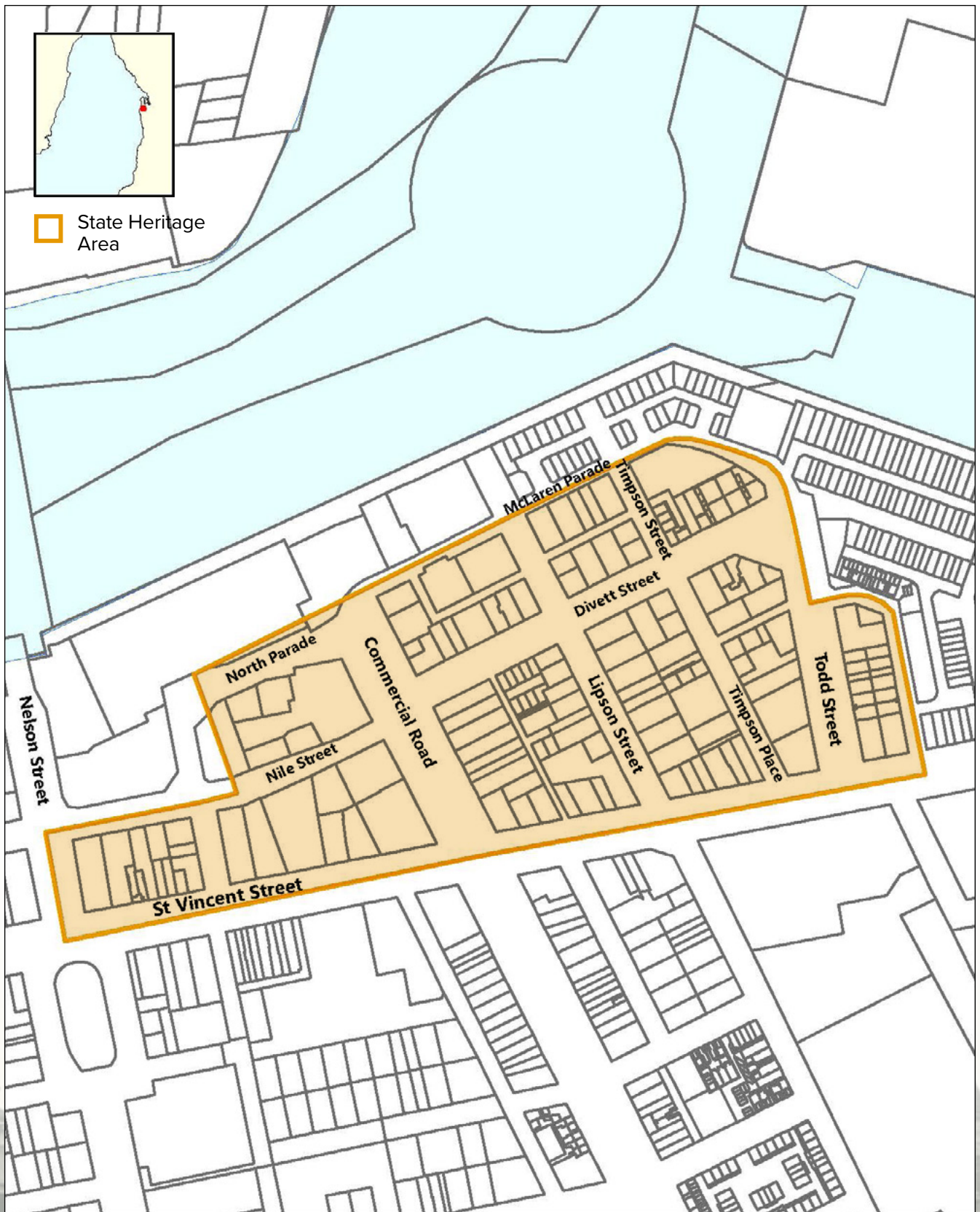
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COVER IMAGE: Corner Commercial Road and St Vincent Street, circa 1870, State Library of South Australia, SLSA B-41793

THIS PAGE: McLaren Wharf Port Adelaide, SLSA B-3544, circa 1913. Looking from the Port River towards the State Heritage Area. State Library of South Australia, - before SLSA





1. Background

1.1. Port Adelaide State Heritage Area

South Australia's State Heritage Areas represent significant aspects of the State's rich natural and cultural heritage. The central area within Port Adelaide was designated as a State Heritage Area under the *South Australian Heritage Act 1978-1980* in 1982. The designation ensures that future development of properties and open spaces within the Area is managed in a way that maintains the Area's heritage value.

1.2. Purpose of Heritage Standards

Heritage Standards are published in accordance with the Planning, Development and Infrastructure Act 2016 and its Planning and Design Code (Code). They are a supplementary tool of the Code and are referenced in the State Heritage Area Overlay.

Proposals to undertake development within a State Heritage Area may be referred by the Relevant Authority to the Minister responsible for administering the Heritage Places Act 1993, for consideration of impact on the heritage values of the State Heritage Area.

The Relevant Authority decides if a referral is required. The State Heritage Area Overlay 'Procedural Matters (PM) Referrals', identifies the types of development in a State Heritage Area that require referral.

Officers within Heritage South Australia (Heritage SA) in the Department for Environment and Water are the Minister's delegate for advice on referred development applications. Generally, Heritage SA can support the proposal and direct conditions of approval, or direct refusal if heritage values are unacceptably compromised. The Heritage Standard forms a key part of Heritage SA's assessment of the heritage impact of referred development proposals.

The Port Adelaide State Heritage Area includes several State Heritage Places listed in the State Heritage Register. If proposed development involves a State Heritage Place or Object located within a State Heritage Area which is also independently listed in the South Australian Heritage Register, the policy of the Planning and Design Code's State Heritage Place Overlay will take precedence over that of the State Heritage Area Overlay.

The Heritage Standard is presented in three parts:

1. **Background** – the historical development of Port Adelaide and the principles that underpin the State Heritage Area listing
2. **Heritage Value** – the South Australian Heritage Register listing and the context and description of the heritage values
3. **Heritage Standards for Development** – Principles and Acceptable Standards for development

1.3. History – Port Adelaide

Kaurna Country

Kaurna Meyunna are the traditional custodians the Adelaide region. This area includes country around the Port River estuary known as Yartapuulti (previously Yerta Bulti meaning 'sleeping place') where the Port Adelaide State Heritage Area is located. Kaurna lived in extended family groups that were named according to their place of dwelling,² on land that included the Adelaide Plains. Yartapuulti is an area which originally consisted of mangroves, tidal flats and creek networks lining the tidal estuary. This area supported a wide variety of foods which were important for the Kaurna people,³ including seabird meat and eggs, fish, crabs, shellfish and oysters,⁴ which grew in abundant beds on the river bottom.

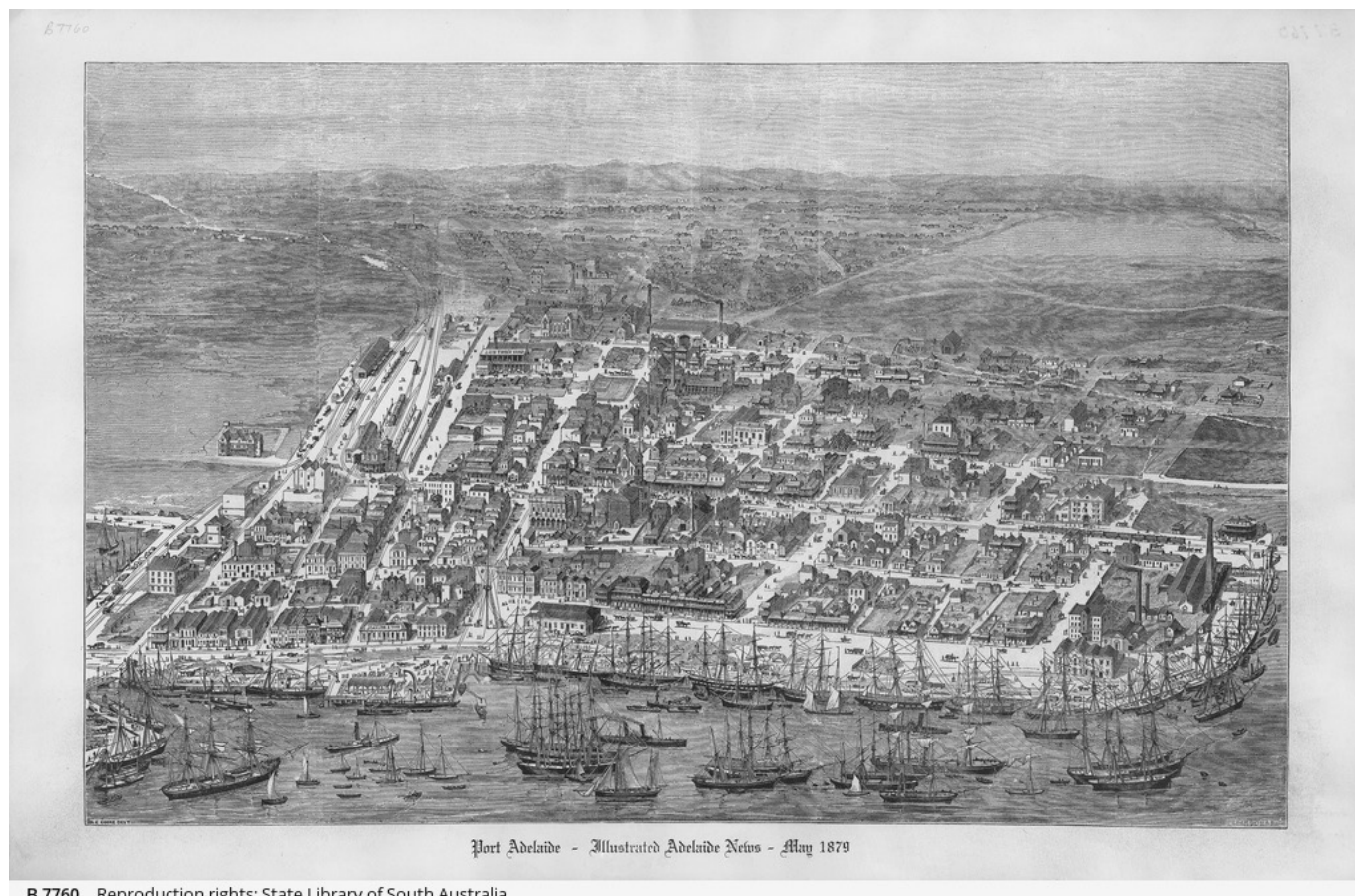
Soon after the arrival of colonial settlers, appropriation of the area and its development into the primary port settlement began disrupting the lives of the local Kaurna. Areas of colonial settlement, particularly around the capital Adelaide, spread rapidly until the Kaurna became

1 Lewis Yerloburka O'Brien, <https://www.cityofpae.sa.gov.au/explore/arts-and-culture/explore-first-nations-culture/m2y/more-stories/songlines>, 8 September 2022. Previously spelled Yertabulti or Yerta Bulti but revised in 2010 see: Rob Amery and Vincent (Jack) Kanya Buckskin, 'Pinning down Kaurna names: Linguistic issues arising in the development of the Kaurna Placenames Database' in I. Clark, L. Hercus and L. Kostanski (eds), *Indigenous and minority placenames: Australian and international perspectives*, ANU Press, 2021

2 Christine Lockwood, 'Early Encounters on the Adelaide Plains and Encounter Bay' in Peggy Brock and Tom Gara (eds), *Colonialism and its Aftermath: a History of Aboriginal South Australia*, Wakefield Press, Mile End SA, 2017. p. 65

3 Karl Winda Telfer and Gavin Malone, 'Kaurna Meyunna Cultural Mapping: A People's Living Landscape', The City of Charles Sturt, 2012, [City-of-Charles-Sturt,-Kaurna-Meyunna-Cultural-Mapping,-A-Peoples-Living-Cultural-Landscape.pdf](https://www.charlessturt.sa.gov.au/city-of-charles-sturt/-/kaurna-meyunna-cultural-mapping-a-peoples-living-cultural-landscape.pdf) (charlessturt.sa.gov.au)

4 Telfer et al, 'Kaurna Meyunna Cultural Mapping', 2012. pp. 49-50



A.C. Cooke, *Birdseye view of Port Adelaide*, Frearson & Brother, 1879, State Library of South Australia, SLSA B-7760

‘increasingly dispossessed fringe dwellers’ on their own country.⁵ In the vicinity of Port Adelaide some Kurna were employed in the development and day to day running of the port. Colonists such as Captain John Hart, a former ship’s captain and prominent businessman employed Kurna workers in the Port Adelaide Mill and at Glanville Hall. Kurna people also worked on ketches⁶ and as wharf labourers, where they were ‘held in high regard’ for their ability to load and unload cargoes under difficult conditions.⁷

From 1912, ‘restrictive and repressive legislation’ empowered government agents to remove Aboriginal people from camps around the city to missions which resulted in further displacement from the city region. Some Kurna people were able to remain in the western areas of Adelaide with a number employed on the waterfront at the port.⁸ Records suggest that Kurna people began to

return to the Adelaide Plains in significant numbers from the 1950s. Since the late twentieth century, Kurna people have been engaged in a process of reasserting their ongoing relationships with and on country and ‘reclaiming their cultural and linguistic heritage.’⁹

Town and harbor: search and selection

One of the first recorded British sightings of the estuary which would become known as the Port River was attributed to Captain Collet Barker while on a voyage in 1831 from Swan River, in Western Australia, to Sydney. Barker had been instructed to explore the east coast of Gulf St Vincent in search of a channel leading to the River Murray. After climbing Mount Lofty he recorded sighting tidal inlets which would later become known as Barker Inlet and the Port River, and the eventual site for Port Adelaide. Colonial accounts of the area had been made from the early 1800s by British seafarers who were engaged in

5 Sheridah Melvin, *Kudlyo the Black Swan Dreaming: Veronica Brodie and the continuity of Kurna history at Glanville and Le Fevre Peninsula*, research report, Lartelare Homeland Association, Adelaide, 1994. p. 23

6 Tauto Sansbury, <https://www.cityofpae.sa.gov.au/explore/arts-and-culture/explore-first-nations-culture/m2y/more-stories/tauto-sansburys-memory-of-working-on-the-docks> accessed 13 April 2023

7 Yvonne Reynolds, cited in Melvin, ‘Kudlyo the Black Swan Dreaming’, 1994. p. 17

8 Tom Gara, ‘The Aboriginal Presence in Adelaide, 1860s-1960s: from exclusion to assimilation’, in Peggy Brock and Tom Gara (eds), *Colonialism and its Aftermath*, Wakefield Press, Adelaide 2017. pp. 97-101

9 Lockwood, ‘Early Encounters on the Adelaide Plains and Encounter Bay’, 2017. p.81



S. T. Gill, *Port Adelaide*, circa 1840, National Library of Australia, NLA nla.obj-134356851

sealing and whaling in the waters around Kangaroo Island and Gulf St Vincent. Among the most publicised were those from Captain John Jones and Captain John Hart. Jones, a whaler from Launceston, claimed in 1833 to have found the inlet seen by Barker. This inlet later turned out to be the mouth of the Onkaparinga River. Hart, who had engaged in sealing around Bass Strait and eventually settled in Adelaide, claimed to have explored the plains where Adelaide would be founded in 1833 and later to have described them to the Surveyor General.¹⁰

A primary role of Colonel William Light, Surveyor-General for the prospective Province of South Australia was to select the site for a capital city, with access to fresh water, good agricultural land, all in close proximity to a safe harbour. Light's brief referred to the harbour described by Jones, suggesting it may prove a suitable site for settlement. Light arrived at Kangaroo Island aboard the brig *Rapid* in August 1836 and began investigating the coastline and waters of the proposed province in search of a harbour and suitable site for the new settlement.

The Port River inlet was observed early in Light's search but was not investigated as it did not match Jones's description of the river mouth which he had erroneously claimed was Barker's inlet. Light later returned on the advice of Captain George Martin, master of the South Australian Company's ship *John Pirie*. In November 1836, he sailed the *Rapid's* hatch-boat beyond the 'first reach' of the Port River to its 'second reach' later named Gawler Reach. The party, which consisted of Light, Deputy Surveyor-General George Strickland Kingston, land agent John Morphet and Assistant Surveyor William Pullen believed this to be a suitable harbour for the capital. In

a letter written to the Colonization Commissioners Light declared the site to be 'one of the finest little harbours I ever saw'.¹¹

On 28 December 1836 *HMS Buffalo* arrived in Holdfast Bay carrying Captain John Hindmarsh RN who had been appointed governor of South Australia by the colonising government, along with 170 passengers. On 31 December 1836, after an extensive process of exploration by the survey team, the location for the city of Adelaide, approximately 14 kilometres southeast from the early site for the port, was seriously proposed.

Port Misery' and the New Port

Light's preferred location for a port was the northern arm of the Port River. In the short term he selected a location upstream, at a point where the waters mangrove-lined creek turned close to high sandhills making anchorage and landing possible.¹² Two prefabricated sheds were assembled on the landing site and a road was surveyed, connecting the landing place to the inland settlement. Ships began using the landing place almost immediately and in January 1837 Captain Thomas Lipson, South Australia's first harbour master, moved with his family to the Port Creek settlement.¹³ The early settlement in Port Adelaide was dubbed 'Port Misery' by merchant and travel writer T. Horton James in 1838, to describe the difficult living conditions and less than ideal facilities at the early landing site. The dispute over the location of Adelaide and its disconnected harbour was rooted in political and personal rivalry. For decades the use of the name Port Misery continued a narrative which deliberately tarnished the reputation of Light and his site selection for

10 David Elder (ed), *William Light's Brief Journal and Australian Diaries*, Wakefield Press, Netley SA, 1984. p. 25-26

11 Elder, *William Light's Brief Journal*, 1984. p. 30

12 Ronald Parsons, *Port Misery and the New Port (Early Port Adelaide)*, Magill, SA, 1982. p. 17

13 Yvonne L. Potter, *Progress, pubs and piety: Port Adelaide 1836-1915*, PhD Thesis University of Adelaide, 1999. pp. 31-52



Plan of allotments at Port Adelaide, Section A, circa 1850, State Library of South Australia, SLSA BRG 42/119/48

Port Creek site called for his 'immediate attention'¹⁶ and Light, Finniss and Co. was engaged through the Harbour Survey Company. Light chartered the river from its mouth, south to its navigable limit near the early settlement site for the port. A plan for the new port settlement attributed to Gawler included streets, allotments and Government and Public Reserves at what later became the inner harbour of the operating port.¹⁷

Light and Gawler's preferred site for a port on the north arm of the river required considerable outlay to build the necessary road from the city and to raise land to prevent tidal inundation. As the South Australian colonial venture was in financial jeopardy, an agreement was entered into with the South Australian Company to build a new port north of the original landing site and adjacent to the existing anchorage. Gawler accepted a tender from the South Australian Company for the 'best' piece of land, adjacent to the second reach, known as Section A, on the understanding that the Company would use its 'vast resources' to build a wharf, warehouse, and causeway across the mangroves to meet the main Port Road to Adelaide.¹⁸

The wharf, warehouse and roads were designed by George Strickland Kingston, with the layout superimposed over Light's harbour survey. In 1839 then Surveyor General Captain Charles Sturt, reluctantly allowed Kingston to build the Company's wharf which jutted out to the low water mark. The Company's wharf was named McLaren Wharf after David McLaren, Resident Manager of the South Australian Company, with whom Gawler had brokered the deal.¹⁹ A government wharf which was later known as Queen's Wharf was also designed by Kingston. Gawler turned the first sod for the project on 23 May 1839 and the New Port opened on 17 October 1840.²⁰

Building on the mangroves

Located at a bend in the Port River estuary, with Gawler Reach to the north, Port Reach to the west and a 'tidal waterway' known as Tam-O-Shanter creek to the south, tidal inundation was a problem in the new port location. Embankments were built around North Parade, Commercial Road, St Vincent Street, and Mundy Street in an attempt to protect buildings and reclaim land. Much of the spoil from early channel dredging in the river was used to raise the ground level behind the embankments and elsewhere

¹⁶ Parsons, *Port Misery*, 1982. p. 31

¹⁷ See: *Plan of the harbour of Port Adelaide, South Australia/nautical survey by Wm. Light Esq*, State Library of South Australia, C 1076, 1839

¹⁸ Parsons, *Port Misery*, 1982. p. 32

¹⁹ Potter, *Pubs and Piety*, 1999. pp. 74-84

²⁰ Parsons, *Port Misery*, 1982. p. 33-34



Port Adelaide corner of Commercial Rd and St Vincent St looking northwest towards civic centre, circa 1878, State Library of South Australia, SLSA B-10483

in the Port.²¹ The arrival of the first steam dredge in the 1850s accelerated the process of deepening the river and reclaiming the mangroves, however flooding at the Port continued for nearly thirty years.²²

Many early buildings were constructed on timber piles to prevent structures sinking into the estuarine mud. This included St Paul's Anglican Church, first built in 1841 as a timber building known locally as St Paul's-on-the-Piles. The practice of building on piles continued well into the twentieth century.

Land set aside as Government Reserve in the survey was developed with a concentration of public buildings, beginning in 1840 with a customs house and a harbour master's residence. Later in 1860, a combined police station, courthouse and customs house was built. In 1876 the Port Adelaide Institute building was completed and in 1879 offices were constructed for the Marine Board and later taken over by the Customs Department.

A series of narrow waterfront allotments subdivided along North Parade gave rise to the Port's first shopping district, while the streets surrounding the eastern end of Commercial Road more generally emerged as the Port's mercantile centre. The Port settlement 'substantially burnt to the ground' in 1847 when a devastating fire destroyed many of the Port's early timber buildings.²³ Ten years later the North Parade shopping centre was also destroyed

by fire and later buildings were mostly constructed from stone including most of the surviving nineteenth century building stock.

Growth and consolidation

South Australia struggled financially during the early years of colonial settlement. It was the discovery and exploitation of copper deposits in the 1840s which secured the colony's success and together with increasing production of wheat and wool, brought about an increase in shipping at Port Adelaide. The early development of Port Adelaide at its new site was effectively monopolised by the South Australian Company, which owned nearly all waterfront land outside the Government Reserve. In October 1850 a trust held by a group of local merchants who later formed the Port Land Company, and included former sea Captain John Hart, auctioned a total of 214 acres. The resulting allotments were offered for sale, breaking the monopoly and allowing development to begin south of St Vincent Street.²⁴

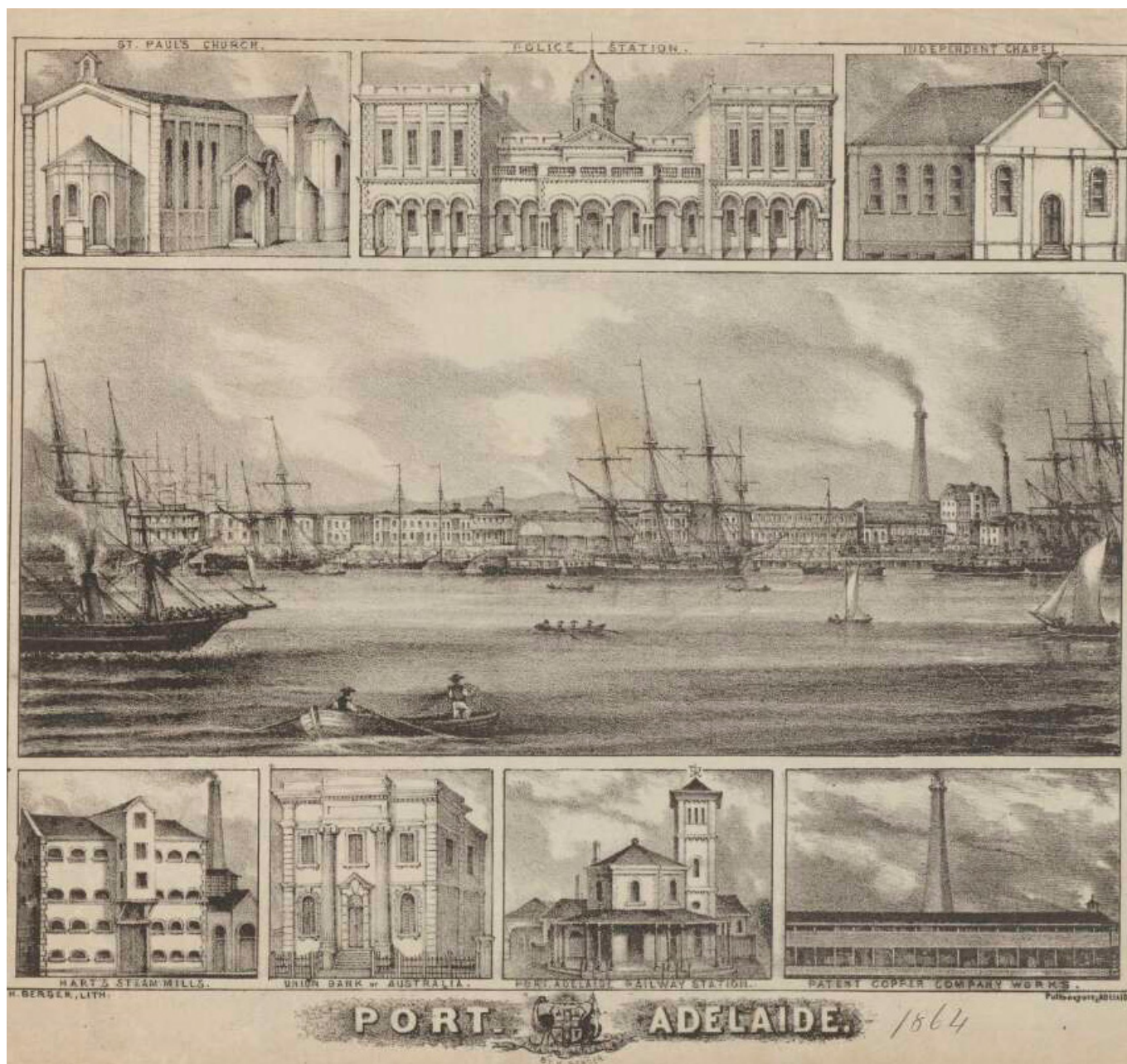
Port Adelaide depended as much on its surrounding settlements as it did on Adelaide. Albert Town (now Alberton), the Port's first suburb, was subdivided by the South Australian Company on Section 423 in 1839. Others followed at Queenstown, Glanville and Sandwell. Shipyards 'flourished' at Birkenhead from 1851, and pilotage and

21 McDougall and Vines, *Heritage Survey of the Port Adelaide Centre 1993-1994*, Dept. of Environment and Natural Resources, 1994. p. 20

22 Donald Langmead, 'Port Adelaide 1836-1894', thesis, South Australian Institute of Technology, 1971. pp. 51-53

23 Potter, *Pubs and Piety*, 1999. pp. 65, 82

24 Potter, *Pubs and Piety*, 1999. pp. 14, 60-97



H. Berger, Port Adelaide, 1864, National Library of Australia, NLA nla.obj-133118494

associated facilities were established at Scarborough, later known as Semaphore, from the 1850s.²⁵

By December 1855, Port Adelaide had grown large enough to be declared a Corporate Town. The following April, after several failed attempts by private investors, a government-owned railway line between Adelaide and the Port was opened, becoming South Australia's first steam-powered railway. The railway replaced a lot of road transport on Port Road relieving some of the Port's isolation and attracted commercial activity to the area. In 1859, the Port Bridge was opened linking the Port to Semaphore created

through traffic along St Vincent Street, which ultimately surpassed North Parade as a shopping hub.

Port Adelaide played a major role in the economic development of South Australia as the primary port. Responding to a shortage of wharf space, the South Australian Company excavated a large basin east of McLaren Wharf in 1879, and the following year the Port Adelaide Dock Company excavated Port Dock east of the Company's basin. Tam-O-Shanter creek was also realigned as the Portland Canal and completed around 1889.²⁶

Businesses flourished with improved port operations and included agents, providores, farriers, ship chandlers,

²⁵ see: McDougall and Vines, *Heritage Survey of the Port Adelaide Centre 1993-1994*, 1994

²⁶ Brian Samuels, *The Port Adelaide Centre Past and Present*, Port Centre Project Office, Port Adelaide SA, 1987. p. 11

sailmakers and other trades. Associated warehouses were a common building typology and included large wool stores which were concentrated in a single precinct adjacent to Port Dock. Numerous industries were established on and around the inner harbour waterfront, especially those associated with staple imports and exports, such as flour mills, a copper smelter, sawmills and timber yards.

Port Adelaide's many pubs were patronised by seafarers on shore leave, travellers and waterside workers as well as locals. During the late nineteenth and early twentieth century, hotels across Adelaide were targeted by proponents of temperance and social reform movements. Tensions between settled inhabitants and the transient seafaring population led to Port Adelaide becoming a base for temperance and social reform movements. In 1909 local Congregationalist Minister Reverend Joseph Coles Kirby successfully campaigned for the closure of fifteen Port Adelaide hotels.²⁷ By 1928 at least ten churches of numerous denominations had established in Port Adelaide and its surrounding suburbs.

During the late nineteenth century, larger vessels anchored off Largs Bay to save the time required to navigate the narrow port channel. Passengers, cargo and mail were transported by lighter to the Largs Jetty where they were met by a rail connection from the Port. Due to the expense of deepening the Port River,²⁸ deep-water berths were constructed at Outer Harbor between 1904 and 1908 and replaced Largs Bay as the preferred landing place for larger vessels. This was the beginning of the development of extensive port facilities away from inner harbour.

Like the rest of South Australia, the fortunes of Port Adelaide were impacted by cycles of good years followed by drought in agricultural and pastoral areas. Port Adelaide grew steadily from its establishment until the late 1880s. At this time the effects of drought, intensified by a worldwide depression that continued into the 1890s, slowed development throughout South Australia.

Into the Twentieth Century

Shipbuilding technology developed rapidly from the 1880s with steam gradually supplanting sail and larger ships able to carry greater volumes of cargo at lower rates.²⁹ This placed pressure on South Australian port infrastructure as most port facilities were privately owned and the State could do little to improve capability. Following a Royal Commission in 1911, the South Australian government passed the *Harbors Act 1913*. This empowered the Crown to acquire all privately-owned South Australian wharves and jetties on payment of compensation and authorised exclusive control by the South Australian Harbors Board which was inaugurated in 1914. Over the following decades the Harbor's Board transformed Port Adelaide into a unified port system.³⁰

A global economic boom in the 1920s exacerbated congestion at Port Adelaide. In response, the Harbor's Board commenced a comprehensive program of wharf renewal, starting with No. 2 Dock in the 1920s followed by No. 1 Dock which was completed in 1930. This resulted from reshaping of the original South Australia Company's Basin and filling of the Port Adelaide Dock Basin. McLaren Wharf, adjacent to the new dock was reconstructed in 1933 to bring it into alignment with adjoining Queen's Wharf and North Parade Wharf.³¹ By the mid-1930s the Port Adelaide waterfront came to be dominated by large transit sheds, the first completed at No. 2 Dock in 1928. The new transit sheds were served by an extensive network of railway lines laid around the rebuilt wharves. Meanwhile intensification of shipbuilding and industry on Lefevre Peninsula leading up to the Second World War resulted in the opening of Birkenhead Bridge in 1943, joining Nelson Street on the south side of the river to Birkenhead Street on the north side.³²

27 Brian Samuels, *The Port Adelaide Centre Past and Present*, 1987. p. 5

28 Ronald Parsons, *Southern Passengers: a maritime history of South Australia*, Netley, 1986. p. 257

29 John Bach, *A Maritime History of Melbourne*, Thomas Nelson, Melbourne, 1976. p. 256

30 Swanbury Penglase, 'No. 2 Dock and Associated Structures', Heritage Assessment Report, 2016. p. 3-4

31 Ronald Parsons, *Southern Passengers*, 1986. p. 273

32 McDougall and Vines, *Heritage Survey of the Port Adelaide Centre 1993-1994*, 1994. p.16

Postwar Years

During the post-war boom, the value of direct overseas exports soared and in 1949 the tonnage of cargo passing through Port Adelaide exceeded 3 million tons for the first time. In 1950 the South Australian Harbors Board published its ambitious Greater Port Adelaide Plan³³, a fifty-year program for the development of Port Adelaide. Besides deepening the river and other work, the plan led to the reconstruction of Queen's Wharf, with remnants of the 1860s Nile Street shopping precinct cleared to make way for the stacking area behind Shed 1.³⁴

The Greater Port Adelaide Plan did not foresee the emergence of large-scale bulk handling, roll-on/roll-off cargo ships developed from the 1960s, or containerisation from 1977, which revolutionised cargo handling and management. In Port Adelaide as elsewhere, these new systems reduced manual handling for most goods, in turn reducing the number of waterside workers required and the need for large wharf storage sheds.³⁵ In most cases, the specialised infrastructure associated with these new cargo-handling methods was built at various locations down river from the inner harbour, where berths were deeper and vacant land plentiful. Over time, this spelled the end for the inner harbour as a cargo port, especially after containerisation grew to dominate non-bulk seagoing transport. Anticipating a transition to residential rezoning, most of the transit sheds in the inner harbor were demolished during the 1990s.

The decline of the inner harbor as Adelaide's primary shipping port was accompanied by the decline of Port Adelaide's shopping precinct, which during the 1950s had been the second largest in South Australia. The opening of large regional suburban centres such as West Lakes in 1974 offered communities in the western suburbs convenient alternative shopping venues. In 1967 a Coles supermarket opened in Quebec Street followed by Super K Mart and New World Coles Supermarkets in 1986 on the reclaimed Portland Canal and drew shoppers and foot traffic away from St Vincent Street.³⁶ A gradual revival of business activity on St Vincent Street began early this century partially in response to housing development in the area.

The ready availability of land downstream for port expansion meant that land occupied by early buildings was not required for redevelopment, leading to the survival of the most substantial and contiguous grouping of nineteenth century commercial and administrative buildings in South Australia. The Port Adelaide State Heritage Area was created in April 1982 to protect these buildings, and as a response to the demolition of notable local landmarks such as the original Port Adelaide Railway Station in 1963 and the Port Adelaide Ozone Theatre in 1979. Port Adelaide was the first State Heritage Area to be listed in South Australia.

33 Ronald Parsons, *Southern Passengers*, 1986. p. 325

34 Brian Samuels, *The Port Adelaide Centre Past and Present*, 1987. p. 24

35 Swanbury Penglase, *Heritage Assessment Report*, 2016. p. 9

36 Brian Samuels, *The Port Adelaide Centre Past and Present*, 1987. pp. 5 & 23

1.4. Reference Documents

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2. Heritage Value

2.1. Statement of Significance (Port Adelaide State Heritage Area)

Port Adelaide is of heritage value for the following reasons:

The Port Adelaide State Heritage Area contains the most substantial, contiguous grouping of nineteenth-century commercial and administrative buildings in South Australia, reflecting Port Adelaide's role as South Australia's major port, from 1840. Facilities for handling and administering of cargo emerged in the vicinity of the early wharves and, by the mid-1880s, most of the present State Heritage Area was developed with shops, offices, warehouses, public buildings, hotels, housing and formed streets. Many of the buildings remain and reflect contemporary architectural tastes and local building practices of the period. The Port Adelaide State Heritage Area contains high integrity streetscapes of a scale, mass and spatial arrangement typical of nineteenth-century colonial commercial districts, rare in South Australia.

(As entered on the South Australian Register, 14 June 2024)

2.2. What is of heritage significance?

Background

Port Adelaide's built environment reflects its role as South Australia's primary commercial port. The State Heritage Area retains a large number of nineteenth century buildings and many of these buildings are intrinsically connected to the working port. The ongoing use of these buildings for their original purpose into the latter half of the twentieth century has resulted in many being retained. The geographic separation between the city of Adelaide and Port Adelaide meant the Port Adelaide grew as a settlement connected to but independent of the capital with a distinct township character.

Features within the State Heritage Area which contribute to the heritage value of the State Heritage Area include:

- a. The initial survey of Land Sections and subsequent layout of subdivisions from the 1850s and 1860s including secondary streets.
The early layout of Port Adelaide (New Port) consisted primarily of wide arterial roads linking the port with the city and to future development north, east and west.



Plan of the harbour of Port Adelaide, South Australia, 1839, SLSA C-1076

- b. Heritage buildings from the era 1840-1950 of the State Heritage Area reflect past and present functions of a working port, and township centre.



Timpson Street looking north-west, DEW 2024

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- c. The concentration and visual continuity of heritage buildings 1840-1950 creates a cohesive historic landscape within the State Heritage Area.



Lipson Street looking south-east, DEW 2024

- d. Heritage building typologies such as warehouses, stores, and sail lofts relate specifically to Port Adelaide's history as the primary port of the region. In South Australia, these buildings are uniquely numerous in this area.



Jane Street sail loft and warehouse, DEW 2024

- e. Proximity to the wharves and open views towards the Port River from the State Heritage Area maintain an important connection with the Area's character and identity.



Lipson Street looking towards the Port River, 2005, DEW

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- f.** Raised streets in parts of the State Heritage Area have resulted in buildings with original ground floor levels now below street level.



Police Court, Port Adelaide, circa 1870, State Library of South Australia, SLSA B1874, South and east facades are now below street level

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- g.** A visually cohesive civic and administrative centre with buildings dating from 1840-1950 which relate in scale and style illustrate the historic town centre.



Corner of Commercial Road and St Vincent Street looking north-west towards civic centre, DEW, 2005

Architectural features of heritage value include:

Colour photos in this section sourced from Heritage SA

- Design features include but are not limited to styles such as Victorian Italianate, neo-Gothic, Art Deco and others which reflect the period from 1840 – 1950.



Police Station now Visitor Information Centre, Commercial Road, built 1860, in Victorian Italianate style, DEW 2005



Harbors Board, corner Lipson Street and McLaren Parade, built 1930s, DEW 2024

- Streetscapes with building facades typically abutting footpath and side boundaries.



Lipson Street, DEW 2005

- Mixed scale with buildings from single to three storeys. Development is predominantly medium scale commercial and industrial buildings, some large-scale industrial and civic and civil buildings and some smaller scale residential buildings.



Lipson Street, DEW 2005

- Extensive use of masonry construction: bluestone, face brick and sandstone. Rendered decorative dressings feature on many nineteenth century buildings. Rendered masonry facades to some twentieth century buildings.



St Vincent Street, DEW 2024



Lipson Street DEW 2005



Lipson Street DEW 2024

-
- Shopfronts with recessed doorways and large display windows.

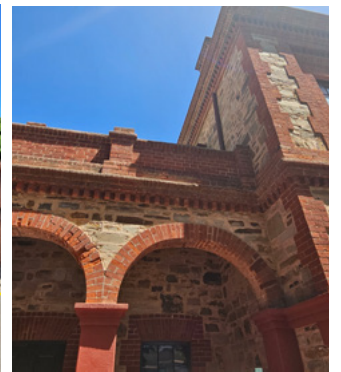


St Vincent Street, DEW 2024

-
- Quoins and window trims to masonry buildings of face brick or render.



Todd Street, DEW 2024



Commercial Road, DEW 2024

-
- Framed buildings clad in corrugated galvanised iron sheeting or timber plank sheeting.



Timpson Street, DEW 2025

-
- Hipped and gable roof forms with or without parapets.



North Parade, DEW 2005



Commercial Road, DEW 2005

-
- Single pitch verandahs across the footpath.



St Vincent Street, DEW 2005

- Upper storey cantilevered balconies and supported balconies over footpaths.



St Vincent Street, DEW 2024



St Vincent Street, DEW 2005



Lipson Street, DEW 2024

- Parapets; flat, ornate, and/or embellished.



Timpson Street, DEW 2024

-
- Brick chimneys, plain and corbeled.



Lipson Street, DEW 2024



St Vincent Street, DEW 2024

- Prominent skyline features including parapet ornaments, towers, flagpoles, pediments, weather veins, rooftop crow's-nest etc.



St Vincent St, DEW 2005



Commercial Road, DEW 2005



North Parade, DEW 2024

- Vertically proportioned timber framed sash or casement windows with single or multiple panes.



McLaren Parade, DEW 2024

- Window shutters and metal grilles.



Divett Street, DEW 2024



St Vincent Street, DEW 2024

- Basement doors, windows, grilles and glass pavement lights.



St Vincent Street, DEW 2005



Lipson Street, DEW 2024



Lipson Street, DEW 2024

- Double loft doors with hoisting beam above.



Lipson Street, DEW 2024

- Decorative detailing including metal brackets, tie rods plates and wall vents.



Various, DEW 2024

- Historic signage including brackets and fixings, as well as remnant painted signs.



St Vincent Street, DEW 2024

- Traditional stone kerbing.



McLaren Parade, DEW 2005

3. Heritage Standards for Development (Port Adelaide State Heritage Area)

3.1. Purpose of Heritage Standards for Development

Heritage Standards form a key part of Heritage SA's assessment of the heritage impact of referred development proposals by:

- providing a basis for assessment of heritage impact of development by Heritage SA Heritage Officers
- including heritage principles and location specific detail on how development can be undertaken to ensure heritage values are protected
- proposing a minimum acceptable standard for development related solutions within the State Heritage Area.

Any future development within a State Heritage Area is regulated by the *Planning, Development and Infrastructure Act 2016*, (PDI Act) assessed against the Planning and Design Code (the Code):

- Each State Heritage Area is mapped as illustrated in the South Australian Property and Planning Atlas (SAPPA). A State Heritage Area includes both private properties and public spaces (including streets and reserves).
- The Code prescribes planning policy requirements for the assessment of development within a State Heritage Area through the State Heritage Area Overlay.

Any work (development) within a State Heritage Area is defined through the PDI Act as: (*Part 1(3) (e) Interpretation*):

“...—the demolition, removal, conversion, alteration or painting of, or addition to, the place, or any other work that could materially affect the heritage value of the place”.

Work relates to changes to the exterior of a property within a State Heritage Area and could include repairs, additions, or new construction. Repairs are typically considered ‘work’ where they are significant in scope or have a large effect on heritage value. Exemptions to the definition of Development within a State Heritage Area are scheduled in the [Planning, Development and Infrastructure \(General\) Regulations 2017 – Schedule 5](#).

It is the role of the Relevant Authority (typically the Local Council) to confirm if proposed work within a State Heritage Area is considered ‘development’ and therefore requires a development application (DA). In the first instance, contact your local council to ask if what you are proposing is considered development.

Proposals to undertake development within a State Heritage Area may be referred by the Relevant Authority to the *Minister responsible for administering the Heritage Places Act 1993*, for consideration of impact on the heritage values of the State Heritage Area.

The Relevant Authority decides if a referral is required. The State Heritage Area Overlay ‘Procedural Matters (PM) Referrals’, identifies the types of development in a State Heritage Area that require referral.

Officers within Heritage South Australia (Heritage SA) in the Department for Environment and Water are the Minister’s delegate for advice on referred development applications. Generally, Heritage SA can support the proposal and direct conditions of approval, or direct refusal if heritage values are unacceptably compromised.

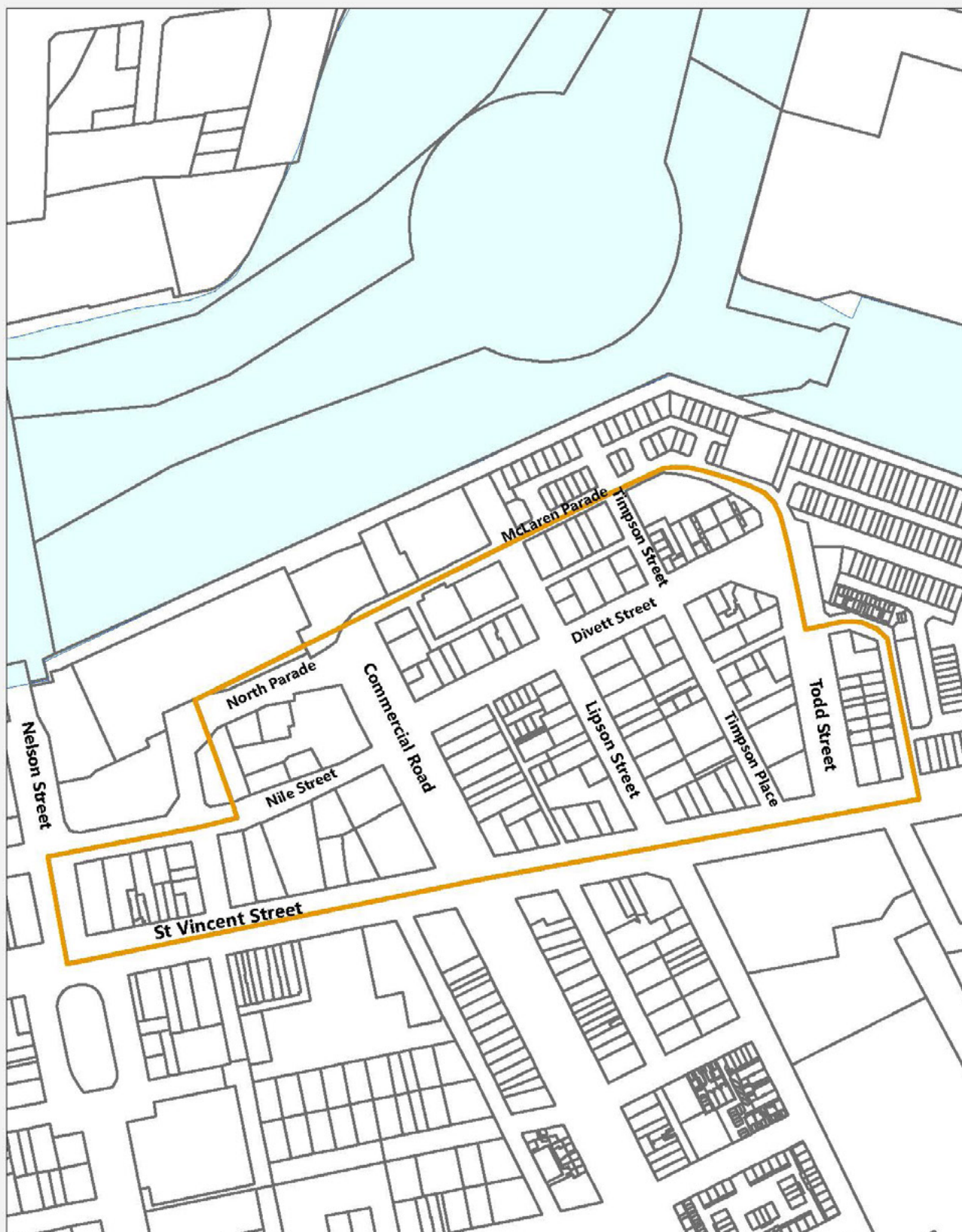
Proposed development to the exterior and interior of a State Heritage Place, within in a State Heritage Area, is separately prescribed by the State Heritage Place Overlay, of the Planning and Design Code and is assessed in addition to the State Heritage Area assessment.

The Port Adelaide State Heritage Area is a place of historic significance, as it contains the most substantial contiguous streetscapes of nineteenth century administrative and commercial buildings and demonstrates the role of the Area in colonial South Australia. Any future development is to conserve the character of the Area and uphold its heritage values through:


- maintaining evidence of original patterns of land use and division
- reinforcement of the Port’s visual character and setting
- adaptation of existing buildings and structures to ensure their long-term conservation and viability
- maintaining unity of built form, with new buildings compatible in design and form to existing buildings of heritage value
- retention of town’s landscape character
- retention of the Area’s contiguous heritage streetscapes
- maintaining a clear visual understanding of building typologies which are linked to the Area’s role as a port district

Note: this Heritage Standard is valid for all development proposals submitted on or after the date of publication. Development prior to this date will have been assessed under different provisions and therefore cannot be used as a precedent for future development.

Port Adelaide State Heritage Area

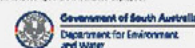
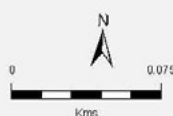


Legend

 State Heritage Area

Produced by Heritage SA
Department for Environment and Water
01-95 Waymouth St, Adelaide SA 5000
<http://www.environment.sa.gov.au>
Data Source DEW/DT
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3.2. Land use

(refer: State Heritage Area Overlay – Alterations and Additions PO 2.2)


Early subdivision and land use in Port Adelaide reflects the story of Adelaide's earliest beginnings as a colonial settlement. Survey, subdivision and sale of the new port township dates back to 1840 and the current urban layout of the Port Adelaide State Heritage Area relates to this.

Principles	Acceptable Standard
3.2.1. Land Use Early colonial land use within the Port Adelaide State Heritage Area reflects business and industry typical of a nineteenth century port. The Area's continued role as South Australia's main commercial port has resulted in the survival of a substantial number of nineteenth century buildings and continuous streetscapes. Development is to have regard to the following:	
3.2.2. Land use and planning Future land uses proposed within the SHA do not obscure understanding of the Area's historic role as a commercial port. Buildings within the Area were historically commercial, industrial and civic in purpose. The Area is being reinvigorated with residential development in repurposed buildings.	Change in land use is acceptable if buildings and streetscapes of heritage value are maintained.

3.3. New buildings

(refer: State Heritage Area Overlay - Built Form PO 1.1 to PO 1.5 – **note: this section does not refer to Ancillary Development**)

Opportunities for new buildings occasionally occur in Port Adelaide when buildings that do not contribute to the heritage values of the Area are replaced or undeveloped land is developed.

Principles	Acceptable Standard
<h3>3.3.1. Siting of new buildings</h3> <p>Streetscapes within the Port Adelaide State Heritage Area illustrate the Area's history as the central area of the primary seaport in South Australia. Development which relates to the period 1840-1950 is of heritage value as it relates to the Area's significance.</p> <p>New buildings are to have regard to the following:</p>	 <p><i>Many buildings in the State Heritage Area are built to front or side boundaries. Buildings vary in style and scale creating continuous articulated streetscapes which are of heritage value.</i></p>
<p>a. Street and side boundary setbacks</p> <p>New building setbacks are to reflect historic settlement patterns.</p> <p>Many buildings within the State Heritage Area have rear access and no front or side boundary setbacks, contributing to the industrial/port and town centre character of the State Heritage Area.</p>	<p>New development is aligned to match the front set back of building to be replaced.</p> <p>If not replacing an existing development, new building setbacks will be consistent with adjacent existing buildings and/or consistent with the streetscape.</p>
<h3>3.3.2. Form and design of new buildings</h3> <p>The form, scale and architectural features of existing buildings within the Port Adelaide State Heritage Area relating to the period 1840 -1950, are of heritage value and reflect its colonial history as a port, business and industrial centre and early township in South Australia.</p> <p>New buildings are to have regard to the following:</p>	
<p>a. Scale</p> <p>Existing medium and large scale buildings reflect uses connecting them to the history of the port and make up the majority of buildings of heritage value in the State Heritage Area. Irregular building heights are a characteristic of the State Heritage Area, giving a varied skyline to streetscapes.</p>	<p>New buildings will not dominate and are to complement the scale of existing buildings and streetscapes. New buildings will not exceed the height of those in the existing streetscape being typically one, two or three storeys in height.</p>

Principles	Acceptable Standard
<p>b. Roof form and pitch</p> <p>Roof forms within the Port Adelaide State Heritage Area reflect significant development periods. They include traditional hipped and gable roofs, skylights and roof wells. Parapets feature on many buildings.</p> <p>Larger civic buildings feature gambrel or pyramid tower roof forms.</p>	<p>New development to complement existing roof forms/ pitch in the vicinity and not visually dominate existing structures of heritage value. New development of a large scale to not dominate the existing streetscape or dominate the visual cohesiveness or hierarchy of existing buildings.</p>
<p>c. Façade proportions</p> <p>Buildings of heritage value give Port Adelaide its built form character and reflect the period of development from 1840 - 1950.</p> <p>Windows and doors are generally vertically proportioned. Horizontally proportioned doors and windows exist in some loft and warehouse buildings.</p>	<p>Façade proportions of new buildings are to complement the proportions and architectural features of existing buildings of heritage value.</p> <p>Façade proportions to reflect proportions of adjacent existing development. Vertically proportioned openings reflect openings of existing buildings of heritage value in the vicinity.</p>
<p>d. Verandahs and porches</p> <p>Some facades include verandahs to street facades but they are not typical in the State Heritage Area.</p> <p>Extant verandahs are typically simple angled roofs with shallower pitch than main roof. Many verandahs extend across the width of the footpath.</p> <p>Porches in the State Heritage Area are located over entrances, with pillasters and entablature and/or recessed doorways.</p>	<p>Verandahs to new buildings are to complement the existing streetscape and will reflect form and style of building.</p> <p>Porches are to complement the building style and existing streetscape.</p>
<p>3.3.3. Materials, finishes and colours</p> <p>Building styles including materials, finishes, colours and ornamentation from the period 1840 - 1950 are of heritage value in the Port Adelaide State Heritage Area. Materials include stone, brick or concrete, corrugated metal sheeting, steel or timber framing, timber cladding and glazing. Finishes include render, paint, and tiles.</p>	<p>New development is to have regard to <i>Accepted Materials, Finishes and Colours</i> as scheduled in: (Alterations and Additions) 3.4.3 Materials, finishes and colours, incorporating those common to the period 1840 - 1950 which is of heritage value in the Port Adelaide State Heritage Area.</p>

3.4. Alterations and additions

(refer: State Heritage Area Overlay – PO 2.1 and PO 2.2)

Alterations and additions to existing buildings in the Port Adelaide State Heritage Area are possible, but additions must not visually dominate existing buildings within the heritage streetscape or landscape or obstruct existing views from the public realm towards the river.

Principles	Acceptable Standard
<p>3.4.1. Site and location of additions</p> <p>Additions to buildings in the Port Adelaide State Heritage Area will maintain the rhythm, scale and articulation of existing built form in streetscapes and complement the original pattern of subdivision. Adaptive reuse of buildings is encouraged, however the external appearance of buildings of heritage value is to be retained.</p> <p>Development is to have regard to the following:</p>	
<p>a. Street and side boundary setbacks</p> <p>Additions to existing buildings are to maintain the historic spatial pattern of development of the Area.</p>	<p>Additions are to be located to the rear of existing street facing buildings. Side setbacks are to reflect existing setbacks in the immediate vicinity.</p> <p>Additions are to align with the side setback of the existing building and if not located on a side boundary will be at least one metre from the side boundary.</p>
<p>3.4.2. Design of additions</p> <p>The form, scale and architectural features of buildings relating to the period 1840 -1950 in the Port Adelaide State Heritage Area are of heritage value.</p> <p>Development is to have regard to the following:</p>	
<p>a. Roof form and pitch</p> <p>The roof form and pitch of buildings in the Port Adelaide State Heritage Area relating to the period 1840 - 1950 are of heritage value. Many roofs are obscured by masonry parapets. Chimneys are a feature of many buildings.</p>	<p>Where seen from the street and surrounding public areas, the roof form and roof pitch of additions are to complement the existing building.</p> <p>Roof separation between existing heritage building and new build is to be visually clear.</p> <p>Chimneys to existing roofs are to remain and not be removed when roof cladding is updated.</p>
<p>b. Façade proportions</p> <p>Street façades of heritage buildings in the Port Adelaide State Heritage Area are varied in design. Horizontal proportions are evident in single storey development with vertically proportioned façades more common in two and three storey buildings.</p>	<p>Where seen from the street and surrounding public areas, additions are to complement the façade proportions of existing buildings.</p> <p>Plate glass walls and doors are not accepted where facing the street.</p>
<p>c. Alterations to original building features</p> <p>Continuous groupings of heritage buildings in the Port Adelaide State Heritage Area create visually cohesive heritage streetscapes of a scale and density unique to this State Heritage Area.</p>	<p>Refer [3.10 Conservation Works] for further details.</p> <p>Face brick or stone external walls are to be retained and not painted or render finished.</p> <p>Original façade features, windows and doors are to be retained in their original configuration and material where visible from the public realm. Verandahs and balconies are to remain unenclosed.</p> <p>Where original façade features have been removed or altered, they may be reinstated if supported by appropriate evidence or copied from nearby buildings of a similar style/era.</p>

Principles	Acceptable Standard	
<p>3.4.3. Materials, finishes and colours</p> <p>The streetscapes of the Port Adelaide State Heritage Area have a large number of heritage buildings of a variety of styles and typologies typical of colonial ports of this era in a density unique in South Australia</p> <p>Materials, finishes and colours typical of the period 1840 -1950 are of heritage value, illustrating the historic, social and economic development of the Port.</p>		
The design of development is to have regard to the following:	<p>Acceptable (if appropriate to specific development)</p>	<p>Not supported (where visible from street/public space)</p>
<p>a. Roofing and rainwater goods (new work)</p>	<ul style="list-style-type: none"> • deep profile, corrugated galvanised or 'Colorbond' metal sheet –light or mid grey tones • metal round downpipes • galvanised or 'Colorbond' ogee or half round gutter profiles, colour to match roof • scribed roof cappings • decorative roof elements, where supported by evidence 	<ul style="list-style-type: none"> • metal sheeting profiles, other than traditional corrugated • 'Zincalume' finish • dark grey or black finish • roof tiles or other heavy weight materials where not on existing building • quad, square or 'D' profile gutters • PVC or rectangular downpipes unless supported by evidence
<p>b. Exterior walls (new work)</p> <p>Note: existing face stone/ brick external walls to buildings shall not be rendered, painted, tiled or have the existing finish covered including with murals or advertisements.</p>	<ul style="list-style-type: none"> • face stone, brick or rendered masonry • deep profile corrugated galvanised sheeting or 'Colorbond' metal sheeting in light/mid grey tones • painted horizontal weatherboard, (profile to complement traditional,150mmx19mm) 	<ul style="list-style-type: none"> • square profile steel sheeting • exposed concrete block • 'Colorbond' colours either white or very dark grey or black • fibre cement sheeting • stone veneer facing • painting of previously unpainted masonry • unpainted/ exposed timber • vertical weatherboard or other lightweight cladding

Principles	Acceptable Standard	
The design of development is to have regard to the following:	Acceptable (if appropriate to specific development)	Not supported (where visible from street/public space)
c. Proposed external doors and windows in view of the street	<ul style="list-style-type: none"> timber framed doors – in a style to match building style and complement heritage streetscape timber framed flywire screen doors steel entry gates with open bars to re-entrant doorway roller, sliding or hinged doors with corrugated steel, or timber cladding to buildings of appropriate scale and form on secondary streets timber framed windows, vertically proportioned (sash or casement) timber shutters if supported by evidence non-timber joinery elements - colours and component widths to complement existing building and/or those in the immediate vicinity 	<ul style="list-style-type: none"> sliding doors/windows decorative aluminium screen/security doors/window grilles horizontally proportioned and/or large windows unless to match/complement existing heritage building and streetscape aluminium framed window roller window security shutters
d. Exterior painting Note: the painting of unpainted external surfaces of existing buildings is not supported. Painting over existing painted signage of heritage value is not supported. Painting murals or advertisements on already painted external surfaces is considered signage see section 3.5.3.	<ul style="list-style-type: none"> exterior painting using compatible paint colour schemes is encouraged 	
e. Verandahs Where altered, verandahs should be reinstated to original or appropriate form and detailing, nominally 110mmX110mm minimum or to match existing. Introduction of decorative elements (e.g. cast iron lacework and turned posts) is inappropriate where it was not part of the original construction.	<ul style="list-style-type: none"> simple, dressed, timber posts simple timber or iron brackets where evidence of existing original, or appropriate to new building style flagstone, timber board, or plain concrete floors 	<ul style="list-style-type: none"> decorative elements such as turned posts, verandah tiles, finials or lacework unless supported by historical evidence
f. Fencing	<ul style="list-style-type: none"> refer 3.5.2 Fences and Gates 	
g. Ancillary development	<ul style="list-style-type: none"> refer 3.5 Ancillary development 	

3.5. Ancillary development

(refer: State Heritage Area Overlay - PO3.1-3.3) – garages, carports, sheds, verandahs, solar panels, signage, fences

Ancillary development in the Port Adelaide State Heritage Area includes: carports, garages, studios, ancillary accommodation and sheds; fences and gates; signage; solar panels and rainwater tanks. While such development is of a secondary nature, it may still have material impact on the heritage value of the State Heritage Area if not managed appropriately.

Principles	Acceptable Standard
<p>3.5.1. Outbuildings including carports, garages and sheds, studios, offices, ancillary accommodation</p> <p>Outbuildings in Port Adelaide State Heritage Area are an important part of the built form heritage values. Early buildings were generally industrial/business and mixed use in purpose. Allotments often contained a number of outbuildings including stables, sheds and workshops, in patterns of use typical of a busy working port.</p> <p>New development should complement form, scale and patterns of development which relate to the period 1840-1950.</p> <p>Development is to have regard to the following:</p>	
<p>a. Outbuildings (garages, carports, sheds, studios, offices and ancillary accommodation)</p> <p>Detached outbuildings located to the rear of existing buildings maintain the historic pattern of allotment use.</p>	<p>New outbuildings are to be detached from existing buildings and located a minimum of three metres behind the rear wall of existing buildings.</p> <p>Outbuildings are to be rectilinear in floor plan and meet the material requirements of 3.4.3 above. Roofs have pitch and form to complement existing buildings of heritage value and will be gable, hipped, or skillion and clad with corrugated steel sheeting.</p> <p>Garage doors of single or double width are acceptable when located on secondary streets if the only vehicle access to an allotment. Doors are to be double hinged or will have tilt-up, panel lift mechanism and be clad with corrugated steel or timber planking.</p>
<p>b. Pergolas</p> <p>Garden structures such as arbours and pergolas are not common. Any garden structures will not visually detract from existing structures or streetscape.</p>	<p>Freestanding, or attached pergolas (masonry pillars or timber posts, with flat, open timber roof frames) in rear or side gardens to complement height of primary heritage building.</p>
<p>3.5.2. Fences and gates</p> <p>Fencing is not a prominent feature in the Port Adelaide State Heritage Area.</p>	<p>Fencing and gates will not dominate existing buildings or the streetscape.</p> <p>Fencing to street boundaries will not exceed 1.8 metres.</p> <p>Fencing to side and rear boundaries will not exceed 2 metres.</p> <p>Material, scale and colour of fence panels will complement adjacent development. Appropriate fences include:</p> <ul style="list-style-type: none"> • Corrugated metal sheeting • Hardwood timber palings • Stone or brick fences • Open fencing of mesh or woven wires

Principles	Acceptable Standard
<p>3.5.3. Signage</p> <p>Commercial signage in the Port Adelaide State Heritage Area is not visually dominant.</p>	<p>Existing signs of heritage value dating from 1840 to 1950 are to be conserved and are not to be removed or painted over.</p> <p>Murals including patterned or pictorial are considered flat wall signage (see below).</p> <p>LED screen, flashing or backlit illuminated signs are not permitted.</p> <p>Corporate signs to conform to the signage guidelines set out in this Heritage Standard.</p> <p>Signage is of a scale that reflects the visual character of Port Adelaide and does not visually dominate the scale of heritage buildings or other streetscape elements, by adhering to the following requirements.</p> <p>Businesses: two signs only, as follows:</p> <ul style="list-style-type: none"> • signage to be located within the building's street façade only; roof signage not supported • total fixed signage area will not exceed 10% of the affected façade area • projected signage will be framed and fixed to the façade using bracket and fixing method which complements the heritage façade • traditional locations such as fascia boards, gable ends or parapet walls; painting on unpainted masonry not supported • signs to be simple in shape and form • flat wall signage must not exceed 1500mm wide or 500mm high • verandah signage must not exceed 1800mm wide or 300mm high • signage materials, finish and colour to be compatible with the building. Colour schemes including corporate colours are not supported, where they will dominate or distract from the heritage character of the building or streetscape • simple and easily legible colour combinations such as black on white or white on black are supported
<p>3.5.4. Skylights</p> <p>Roof forms are significant to the heritage values of the State Heritage Area.</p>	<p>Skylights are flush with roof cladding and do not impact the roof form.</p> <p>Dormer windows and roof windows are not supported in the Port Adelaide State Heritage Area.</p>

Principles	Acceptable Standard
<p>3.5.5. Solar panels</p> <p>Solar panels provide environmental benefits. Panel arrays are to be located out of streetscape view, irrespective of building orientation.</p>	<p>Solar panels are to be:</p> <ul style="list-style-type: none"> • located on roof planes of existing buildings that are not visible from the public realm and sited below the ridge • located on sheds, carports, garages or pergolas, that are not visible from the streetscape • located on side roof planes, in part view of the streetscape, only where no other mounting locations are possible, and panels are: <ul style="list-style-type: none"> • set back at least 4 metres from the front façade edge, (but not on a corner site) • 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 • Black framed solar panels in construction • mounted flush with roof plane • installed so componentry including cabling, conduits, batteries and inverters are not visible from public streets
<p>3.5.6. Rainwater Tanks</p>	<p>Corrugated metal tanks are to be used within view of the street. Plastic style rainwater tanks of the same form, profile and colour are to be located out of view of public streetscapes.</p>
<p>3.5.7. Plant and ancillary equipment</p>	<p>Installations such as hot water units and water pumps should be located to the rear of properties to avoid negatively impact the streetscape, concealed by vegetation or small sheds of traditional corrugated steel sheeting or stone.</p> <p>Air conditioners are not located on the principal façade and external air handling (condenser) units will be screened. Roof mounted evaporative units to be located on rear planes of roofs and coloured to match roof sheeting.</p> <p>Antennae and satellite dishes and other telecommunications equipment is located out of view from public streetscapes. Ground-mounted options to the rear of buildings, concealed with roof planes or planting are options.</p> <p>Infrastructure for new technology (such as electric car charging) is supported in principle. The size, appearance and location will be negotiated on a case-by-case basis to minimise any negative impacts on the State Heritage Area.</p>

3.6. Land division

(refer: State Heritage Area Overlay - PO4.1)

Land division refers to boundary adjustments and sub-division of allotments within the State Heritage Area.

Principles	Acceptable Standard
3.6.1. Land division characteristics Remnants of the early subdivision pattern of Port Adelaide remain. Further subdivision in the area will be minor in nature and not detract from the character of the Area. Development is to have regard to the following:	
a. Land division	<p>Any division of land or adjustment of boundaries should maintain the width of built form common to the surrounding streetscape and ensure retention of patterns of access in particular rear access and laneways.</p> <p>Boundary adjustments to remedy boundary anomalies are acceptable where they are of a minor nature.</p>

3.7. Landscape context and streetscape amenity

(refer: State Heritage Area Overlay - PO5.1)

The landscape of Port Adelaide is a key element of its heritage value. Of particular importance is the Area's connection with the original working area of the Port including wharfs and views of the river, industrial streetscapes with front and rear street hierarchy and evidence of changing ground levels in relation to early development.

Principles	Acceptable Standard
3.7.1. Landscape character The location of Port Adelaide and its proximity to the Port River is fundamental to the identity and character of the Area and is the primary landscape feature. Although not within the boundary of the State Heritage Area, wharves and the river are a bounding and discernible edge to the Area at its northern boundary. Maintaining a relationship between the State Heritage Area and the river is vital to the ongoing character of the Port Adelaide State Heritage Area and its maritime heritage. Development is to have regard to the following:	
<p>Streetscapes contain heritage fabric that includes:</p> <ul style="list-style-type: none">• footpaths and driveways• rear laneways• kerbing• pavement lights to basements	<p>Actions involving the replacement or upgrade of public realm kerbing, footpaths, street trees, street furniture and lighting, as well as works in parks and reserves by a local council are typically not defined as development in the PDI Act 2016.</p> <p>These actions are not exempt from the definition of development in a State Heritage Area where works materially affect the heritage values. As such works vary in scope and early discussion between Heritage South Australia and the City of Port Adelaide Enfield is required. Where they do affect heritage values, development approval may be required.</p>

3.8. Demolition

(refer: State Heritage Area Overlay - PO6.1)

Demolition of significant buildings, structures, public realm elements and other features of identified heritage value associated with the period 1840-1950 is not acceptable.

Principles	Acceptable Standard
3.8.1. Demolition <p>The form, scale and architectural features of existing buildings, structures and landscape features of the 1840-1950 era within the Port Adelaide State Heritage Area are of heritage value.</p> <p>Development is to have regard to the following:</p>	
a. Demolition of buildings	<p>Demolition of a building or parts of buildings, erected before 1950 is not supported, unless:</p> <ul style="list-style-type: none"> the building (or part) to be demolished is determined to not contribute to the heritage value of the State Heritage Area, or the structural condition of the building represents an unacceptable risk to public or private safety and results from actions and unforeseen events beyond the control of the owner and is irredeemably beyond repair. <p>Replacement buildings must have due regard to the <i>Principles</i> and <i>Acceptable Standards</i> of 3.4 New Development.</p>
b. Demolition of structures, outbuildings and dwelling additions	<p>Demolition of structures, building lean-tos, building additions, garages, sheds or other ancillary buildings is not supported unless:</p> <ul style="list-style-type: none"> the proposed structure and/or associated building postdates 1950 and removal does not adversely impact on the heritage values of the State Heritage Area.
c. Public realm infrastructure	<p>Demolition and replacement of kerbing, footpaths, street furniture or other public realm park and streetscape features of heritage value is acceptable where heritage values are not compromised.</p>

3.9. Conservation works

(refer: State Heritage Area Overlay - PO7.1)

Conservation work to repair dilapidated building fabric is considered a development matter where the works may materially affect the heritage values of the State Heritage Area. Getting the right advice is important, to save time, cost and to ensure the ongoing management of buildings and sites.

Principles	Acceptable Standard
<p>3.9.1. Conservation approach</p> <p>The external building fabric of existing buildings of heritage value within the Port Adelaide State Heritage Area is to be conserved and restored.</p> <p>Correct repair methods and maintenance ensure the longevity of buildings within the Area. The aim is to only repair as much as needed, so that building fabric which relate to the era 1840-1950 is retained where possible, illustrating the features of heritage value. Conservation practices must avoid embellishing architectural details and adding features not common to the style and era of the building.</p> <p>The following conservation works may be deemed ‘development’:</p>	
<ul style="list-style-type: none"> • roof, guttering and verandah repairs • chimney repairs – stabilisation and repointing • structural stabilisation • external wall repairs and repointing/rendering • rising/falling damp repair • external timber repairs • verandah floor tiling • gable repairs –infill • conservation of historic signs including cleaning, consolidation or over-painting • repairs to historic fences 	<p>Seek the advice of a Heritage South Australia heritage officer before undertaking conservation repairs to dilapidated building fabric.</p> <p>Works that are considered to materially affect the heritage values of the State Heritage Area may require development approval.</p> <p>The Relevant Authority (City of Port Adelaide Enfield) in conjunction with Heritage South Australia, can provide advice confirming if works are likely to materially affect the heritage values of the State Heritage Area.</p>



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