CITY OF PORT ADELAIDE ENFIELD
HERITAGE REVIEW

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PORT ADELAIDE ENFIELD HERITAGE REVIEW

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EXECUTIVE SUMMARY

The initial Heritage Review for Port Adelaide Enfield has determined the following:

THEMATIC HISTORY [SECTION 2]

The preparation of a thematic history is a useful way of ordering the historical development of the area covered by the Port Adelaide Enfield Council. These themes can be used to further inform the assessment of the heritage value of places and areas, and to make the distinction between heritage value and physical character. There are currently no overarching historic themes for SA, and the eleven themes used have been developed from earlier national and state documents.

Recommendations

- Council to advocate that the State Government commissions the preparation of South Australian Thematic History guidelines, based on advice from heritage practitioners and professional historians. This will be useful across all levels of heritage identification and management, and will assist the Expert Panel considering required planning reforms for the state.
- Council to adapt heritage place assessment sheet format to include statement of thematic representation in next stage of Review

REPRESENTATION OF THEMES CURRENTLY [SECTION 3]

Analysis of the State and Local heritage places already listed in the PAE Development Plan has highlighted historic thematic elements with little or no physical representation or evidence. Many significant themes appear to be poorly represented in 'heritage lists' because of major physical changes in the Council area. Apart from the inexorable spread of residential and industrial development, particularly across the Enfield area, other gaps in the representation of historic themes have resulted from changes in planning policy, with demolition of significant places, particularly at the Port waterfront and river edge. Additional representation is required for particular elements of the major themes, including early company subdivisions close to the port, 1920s Town Planning particularly in Clearview, Enfield, 1930s and 1940s SA Housing Trust activity and early 20th century subdivisions and worker housing. Individual local 'corner' shops are also not well represented.

Recommendations

- Council to implement the next stage of this Review, involving further survey work to clarify and delineate additional places and areas for inclusion in a relevant Heritage Plan Amendment Report for the Development Plan.
- Council to establish appropriate protection and management, in the Development Plan, for these additional places and areas of heritage value across the Council area, to ensure representation of significant historic themes.

HERITAGE AREAS AND CHARACTER AREAS [SECTION 4]

The existing conservation areas and character areas in PAE have been analysed. PAE has one State Heritage Area, and a Historic Conservation Area which is comprised of a number of Policy Areas (essentially equivalent to Local Heritage Areas), incorporating historic residential development and the Woolstores area. This is captured in the Heritage Overlay Maps in the Development Plan. Additional potential conservation areas have been identified. The Development Plan also includes five Residential Character Policy Areas, which retain significant historic built form character

Recommendations

- Assess areas identified for consideration as additional heritage conservation areas which provide representation of Port Adelaide Enfield major historic themes - including Portland, Clearview, Largs (eastern section). Case studies to determine appropriate planning policy should be prepared.
- Reassess the residential character areas to confirm heritage or 'character' status.

- Council to advocate that the State Government commissions the preparation of criteria for heritage areas, based on advice from heritage practitioners and professional historians. This will be useful for all levels of heritage management.

STATE AND LOCAL CRITERIA AND THRESHOLDS [SECTION 5]
This Review has considered the existence of the two sets of heritage criteria currently in place heritage and planning legislation. The practice in other states, where one set of criteria and application of thresholds are used, has been evaluated and a case study prepared.

Recommendations
- Council to advocate that the State Government develops one set of heritage listing criteria when planning and heritage legislation is reviewed by State Government, in line with heritage practice in other States
- Council to advocate that the State Government prepares Guidelines for the application of thresholds of relative value, based on a workshop by practitioners experienced in heritage value assessment and management. These guidelines should also provide a clear indication of the distinction between heritage value and character.

IMPLICATIONS FOR THE 30 YEAR PLAN [SECTION 6]
The specific additional places and areas recommended to be considered as representation of PAE's significant heritage will not impinge on required outcomes of the 30 Year Plan for metropolitan Adelaide.

1.0   INTRODUCTION

1.1   Objectives of Review

McDougall and Vines were commissioned by the City of Port Adelaide Enfield to undertake a review of heritage in the Council area:

The objectives of the review are to

- develop a sound, defensible and contemporary approach to the review of local heritage places, a means of reviewing areas for potential local heritage status and clarifying character areas; and

- undertake relevant historical research, limited work in the field and subsequent analysis to underpin distinctions between heritage and character.

The brief for the Review noted that the 30-Year Plan for Greater Metropolitan Adelaide objectives create a new benchmark for Councils to assess and justify the conservation of their heritage assets. The correlation of Port Adelaide Enfield Council's strong commitment to conserving the City's heritage and the expectations of DPTI in terms of 30 Year Plan requirements is an underlying driver for this review.

The earlier surveys and reviews undertaken in Port Adelaide and Enfield by McDougall & Vines, and others, were carried out to briefs provided by the Heritage Branch (now part of Department of Environment, Water and Natural Resources). This system was established when the general program of surveys funded by the State government formed an important part of a comprehensive plan for identification and protection of South Australia's heritage assets. The framework and methodology for identifying and reviewing heritage assets has evolved with the passage of time and the requirements of client departments and councils.

The key tasks set out in the brief for this study highlight the need to have a clear basis for determining and supporting the protection of heritage places and areas. The State Government, through DPTI, is looking to formalise a policy framework for heritage conservation which it can support as sound and contemporary.

1.2   Stage 1 & 2 Outcomes

The Port Adelaide Heritage Review has been constructed to be undertaken in stages, with each stage building on the material and analysis of the previous stage.

Stage 1 Outcomes

- preparation of a resume of the history and settlement patterns of the study area, identifying notable themes in its historical development;

- mapping and date identification of the division and subdivision of land in the study area to spatially reflect the settlement patterns, noting historical themes;

- development and refinement of the historical themes identified including consideration of relevant general and social histories that further reveal the historical forces that have shaped the development of the study area;

- correlation of the findings of historic land division and themes with the present boundaries of historic conservation policy areas, residential character policy areas and residential areas currently excluded from the application of the SA Residential Development Code on the basis of their potential character value.

Stage 2 Outcomes

This Stage Two report of the broader Review project involves:

- Allocation of existing Local and State Heritage places in the Port Adelaide Enfield (City) Development Plan to one of the historical themes identified in 5.2.3;

- Graphic representation of the thematic allocation in 5.2.5 into appropriate bar charts for both State and local heritage places;

- Identification of the strengths and weaknesses in thematic representation by existing heritage places by a comparison of the bars in the charts prepared in 5.2.6;

- Association of historic conservation policy areas and character areas as correlated with patterns of land division undertaken in 5.2.2 with the historical themes identified in 5.2.3;

- Identification of draft initial criteria and thresholds for proposed additional local heritage places and areas, including existing historic conservation policy areas, in order that the ultimate heritage listings may be appropriately represent the identified themes;

- Identification of built form morphologies considered historically dominant in the study area;

- Reconciliation of historic conservation areas and character areas with the housing and employment targets of the 30 Year Plan for Greater Adelaide in the context of Council's desire to reinforce the extensive stock of heritage buildings in the City.

Note that this heritage review does not include the area of indigenous heritage as this is outside the scope of the project. Since the establishment of the New Port residential development a program of cultural mapping, which includes recommendations for archaeological investigations, has also been undertaken. The findings of this mapping program recommend further detailed investigation of the physical fabric of the port area and should be considered as a corollary to this heritage review.

2.0   NARRATIVE THEMATIC HISTORY - THEMES & SUB-THEMES

2.1   Introduction

This thematic history is intended to assist in the assessment, validation and management of Port Adelaide Enfield's heritage assets. It will establish the historical context of the Council area with chronological layering of themes as an important focus and establish historical context and associated events, activities and people. It will assist in undertaking field work in specific identified areas and also help identify sites where there is a lack of visible fabric, particularly where buildings and structures have been demolished. It will often be the case that one place may have a number of themes applicable to its value. The themes will be used to expand the historic information, criteria and heritage value and significance included in the assessment of Local Heritage Places and Areas. Consequently, the outcome of this emphasis on analysis by themes should be to provide justification for proposed or existing heritage assessments, listing and protection.

The fact that the City of Port Adelaide Enfield is an amalgamation of two quite distinct regions with divergent histories has made the preparation of this history complicated, with some themes applicable to only one part of the combined region. The historical forces in action during each of the defined periods had varying strength and influence across each region of the greater metropolitan area and the whole of the state, and some attempt is made to determine the relative significance of each to Port Adelaide Enfield.

The scope of each theme is initially based on the Australian Historic Themes framework constructed by the Australian Heritage Commission in 2001. These themes were correlated with those already in use throughout Australia at the time. The language of the national themes is particularly slanted towards recording 'stories' in a broad and very general framework. It is phrased in the present tense and is firmly based on analyzing the historic value of places through consideration of 'activity'. In addition, reference was made to the themes set out for metropolitan Adelaide in the 1980 Historical Guidelines prepared as part of the South Australian State Historic Preservation Plan, Department for the Environment. The scope and content of the themes for Port Adelaide Enfield used in this Review were determined by correlation between these two reference sources.

In outline, for the purposes of this Review, the historic themes developed for the brief history of Port Adelaide Enfield are:
> 1.0   Creating Port Adelaide Enfield's Physical Environment and Context
> 2.0   Governing Port Adelaide Enfield
> 3.0   Establishing Port Adelaide Enfield's State-Based Institutions
> 4.0   Living in Port Adelaide Enfield
> 5.0   Building Port Adelaide Enfield's Commercial Base
> 6.0   Developing Port Adelaide Enfield's Agricultural Production
> 7.0   Building Port Adelaide Enfield's Industries and Workforce
> 8.0   Providing Health and Welfare Services
> 9.0   Educating Port Adelaide Enfield's People
> 10.0   Connecting Port Adelaide Enfield to SA and Beyond
> 11.0   Building Community Life

Each of these themes is analysed chronologically using the following time periods, derived from the main periods of South Australian historic development, initially outlined in the Historical Guidelines:
> Up to 1850: topography & pioneering
> 1851 - 1870: initial settlement
> 1870-1885: consolidation and boom
> 1885 - 1914: depression & social change
> 1915-1927: war and change
> 1928-1945: depression, industrialisation and war
> 1946 - 1980: immigration, social change and postwar redevelopment

2.2   Chronological History of Land Division and Settlement Patterns

2.2.1   Introduction

The settlement of Port Adelaide and Enfield has evolved over time. The irregular pattern of land division is reflected in the strange variations between the divisions into sections apparent in the Hundreds Maps of the two areas - the Hundred of Port Adelaide and the Hundred of Yatala. The southern section of the Hundred of Port Adelaide was obviously surveyed for a predominantly urban future, while Yatala, with its larger regular sections was intended as farmland. The subdivision of parts of sections as villages was often speculative and no actual settlement occurred, but villages located at important transportation nodes thrived. The coastal side LeFevre Peninsula has consistently developed as residential, with some industry along the western bank of the river. Throughout Enfield, later suburban infill and post war expansion has meant that much of the intended open land has now become suburban.

Relevant Extracts from Hundreds maps - Port Adelaide and Yatala
[Source: GRO]

2.2.2   Land Use to 1850 - the Old and New Ports

Captain Collett Barker, who was investigating the lower Murray River, first saw the Port River in 1831 from Mt Lofty, but it was not to be the first landing place for settlers. The first settlers arrived at Nepean Bay, Kangaroo Island. In November 1836 William Light examined Port Creek and decided that this was the place for a port. However as Port Creek had not been charted HMS Buffalo, diverted from Boston Bay, landed the Governor, officials and migrants at Holdfast Bay in December 1836. Holdfast Bay became the second port after Nepean Bay, the destination of early ships, until the new port became known.

There was opposition to the decision to make a port on the river, as it was further from the main town. Merchants wanted to be able to walk from their offices to the port dealing with their cargoes. As the road to Glenelg became almost impassable after heavy rain, a port on the river was favoured.

On 6th January 1837 Governor Hindmarsh declared the first port on the Port River (also known as Old Port, and now part of West Lakes) to be a legal port. In March 1837 the first passengers disembarked, from the "John Renwick", at this port (at the end of the Old Port Road, upstream of Bower Road). By August plans for a canal to improve the landing facilities were drawn up and the work undertaken by John Barton Hack. When completed in February 1838, the canal proved to be only a temporary improvement as it was often dry between the high tides that occurred at 8am and 4pm, which was not conducive to a working port.
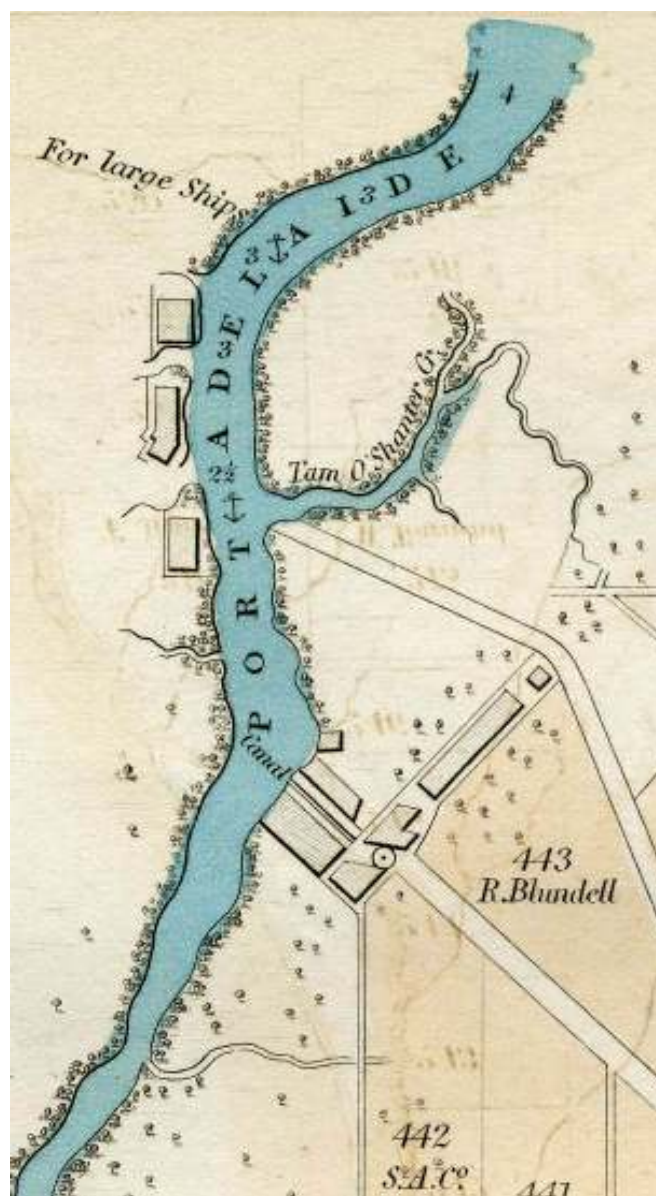
Extract from Arrowsmith map - 1839

[It should be noted that only a small part of the land division which occurred for the first port actually sits within Port Adelaide Enfield boundaries now. The ten port blocks which run along the northern edge of Sections 442 and 443 (above) are actually sited between Webb Street and Portland Road, Queenstown. They are now mainly covered with suburban housing.]

By December 1838 Governor Gawler had decided on a plan to move the port to deeper water at the northern end of Hindmarsh Reach near North Arm, but there were objections to the extra distance, cost, and the low swampy ground. Another scheme, attempted by the Glenelg Pier and Warehouse Company in 1839, which hoped to build warehouses and deal directly with cargo from barges failed. So in May 1839 Governor Gawler ceremonially began a project to build new port, and on 17th October 1840 the Governor opened the New Port (now Port Adelaide) downstream from the Old Port and upstream of the proposed North Arm port site. This new port was sited at a stretch of water where large ships had already anchored.
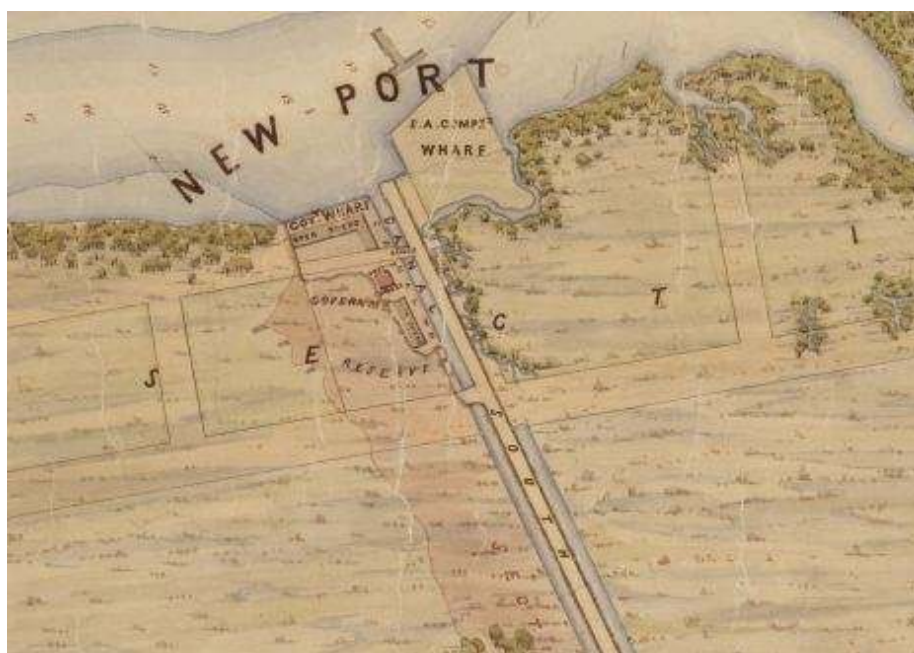
G S Kingston's indicative plan of the New Port in 1840
showing the government (Queen's) wharf and the SA Co (McLaren) wharf

The South Australian Company's tender for Section A was accepted as they had undertaken to build a wharf (to the low water line in Gawler Reach) and a warehouse. The company was permitted to charge a toll for use of an elevated causeway built to the wharf over the tidal mud flats and mangrove swamp from Albert Town (Alberton). Fill came from Kangaroo Island and a quarry near Brighton.

The total project cost £14000 of which £13000 was for the roadway. The company recouped its costs by charging high tolls. Subsequently the colony leased the road from the SA Company but eventually the company accepted land at Dry Creek in full exchange for the road. This road connection was important for the development of Port Adelaide, and for the establishment of villages such as Albert Town and Queen's Town along this route between Adelaide and the port.

At the port the government wharf was poorly constructed and inferior to the SA Company's McLaren wharf, so small craft were still often used to convey goods and passengers from ships at anchor in North Arm. Once trade improved in the mid-1840s other private wharves were constructed as needed. The SA Company constructed a wharfage area, the Company's Basin, where a small stream flowed from the swamps into the river just north of McLaren Wharf, followed by a wet dock in the same creek. In October 1840 the new port was officially opened.

Land division of the old and new port areas, and road and rail lines
[Source: Samuels]

Settlement also occurred concurrently in other areas of what is now Port Adelaide-Enfield. The port in the west and the eastern extremities of the current municipality were connected by transport routes that facilitated movement of produce, livestock and minerals, as settlers established themselves along watercourses such as the River Torrens and Dry Creek. For example German Lutherans seeking religious freedom, assisted by George Fife Angas, established the village of Klemzig along the Torrens River, on Sections 491 and 492 Hd. Yatala, in 1838. Scottish settler Rev. Angas Maclaine who arrived in 1840, purchased land at what is now Valley View (Section 3041) in 1847 to expand nearby "Ardtornish", his extensive sheep farm on Dry Creek (now in Modbury).

Not all land holdings were extensive. Land in the village of Islington, laid out in 1839 with five squares in a similar plan to Adelaide's, was taken up by labourers and small farmers, mostly Primitive Methodists. To the north, investor Sir Montague Chapman purchased 2200 acres at Dry Creek in 1842 and subsequently subdivided and named Montague Farm. By 1866, after Chapman's death, the land near the Dry Creek township was subdivided into half-acre blocks and rented by his estate to small farmers.

Isaac Gepp purchased Section 360 Hd. Yatala at the junction of the Main North Road and Grand Junction Road in 1845 and established a hotel there in 1848, while the village of Enfield was laid out on the Main North Road in 1851 (Bk 2, p.78, E11). However development in the eastern section of the current municipality was mostly agricultural with the production of wheat and hay, and cultivation of vegetable crops near water courses, while the settlements around the port provided labour for shipping and industrial activities.

Family and business interests also connected these eastern and western areas. Captain John Hart, who built a large and technically advanced flour mill at Port Adelaide in 1854-1855, had a variety of business interests including grazing and agricultural pursuits. His sons, John and Charles, also invested in agricultural properties purchasing the "Beefacres Estate" on the Torrens River (Section 508 Hd.Yatala acquired by Edward Meade Bagot in 1853, and now part of Windsor Gardens). They also purchased most of Maclaine's "Ardtornish Estate" on Dry Creek including his Valley View section, in 1879 after his death. They also acquired land in what is now

Northgate (Sections, 316, 317, 324 & 325), Hillcrest (Sections 495 & pt.500), and Oakden (Sections 496, 497, 498 &pt.499 : CT 246/60). The homestead of "Beefacres Estate" developed into a small village that included accommodation for 40 single men, a Clydesdale stud, bone and chaff mills, dairy, piggery, poultry farm, sheep yards, implement sheds, garden and orchard. However its owners employed a manager at Beefacres, while they resided at "Glanville Hall", the mansion built by their wealthy father on Le Fevre's Peninsula. The Hart brothers' financial difficulties led to the estate being broken up and sold off in 1895.

Speculative plans for villages near the new port were drawn up. These were influenced by British ideas made fashionable by the rebuilding of the English resort town of Bath after the arrival there of John Wood in 1727. Wood and his brilliant son (also John) rebuilt Bath over the next fifty years. Features such as the circus, crescent and square were repeated by others in plans for areas of London, Brighton (eg. Kemp Town from 1823), and at other British locations. Some of these elements appear in early subdivision plans in Port Adelaide-Enfield. Thomas Bewes Strangways' ambitious 1848 plan for North Arm (Section G, No.2017) included three squares, two circuses, a crescent, and provision for a railway line and railway terminal, together with government and public reserves (North Arm Bk.27, p.8, E6). Unfortunately it was never built. Other plans such as Islington (1839), New Haven (1850- Section 2018 or H, pegged out but not built) (Newhaven Bk.8, p.5, E3), Alberton (1854), and Portland Estate (1858) included some of these fashionable features, particularly central 'squares', although many other early subdivisions were simple grids fitted between main transport routes, sea, water courses and other physical features such as swamps.
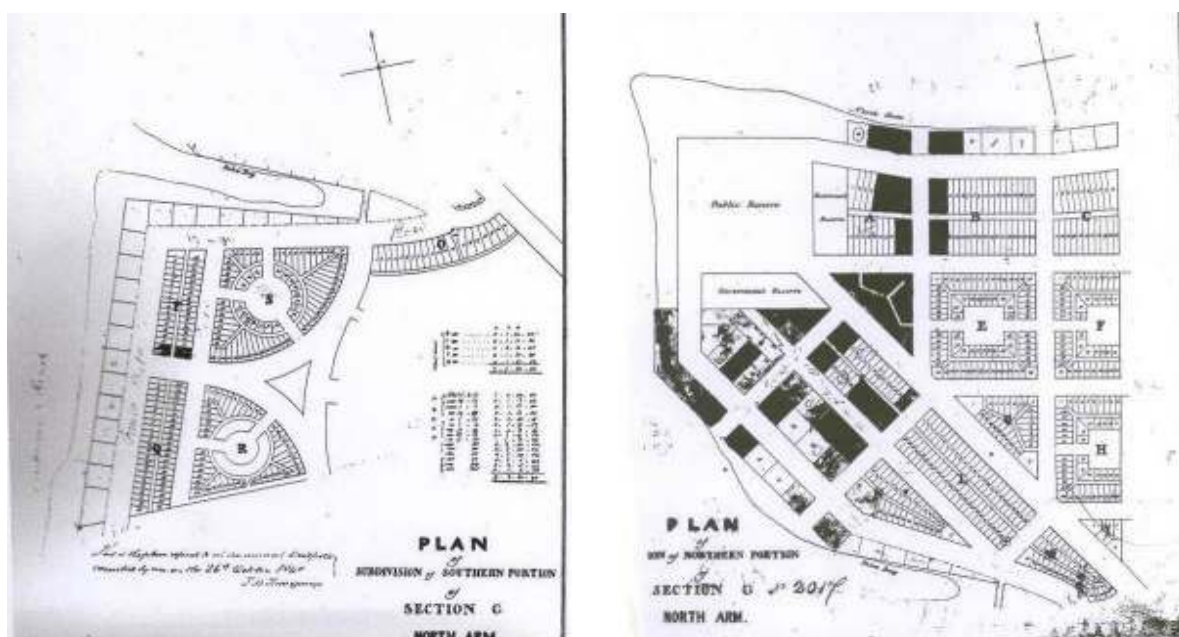
1848 plans for North Arm
[Source: GRO - North Arm Bk.27, p.8, E6]

By 1848 residential areas suitable for the port's workers such as Queenstown were planned (Queen's Town Bk.9, p.134, E96). Port Adelaide was also expanding away from the river-front and in 1850 the land on the southern side of St. Vincent Street was laid out, including a reserve for a church (Bk.9, p.12, E12). By 1858 plans indicated that Port Adelaide (Section 2011 or A) had extended beyond the Company's Basin to the northern section of Hindmarsh Reach (GRO 53/1858).

2.2.3   1851-1870 - Farms and Villages

Development along the sandy ridges and swampy land of Le Fevre's Peninsula began once the new port was in use. During the 1850s spoil from dredging to deepen the harbour built up the land level in Port Adelaide. On the port side Greenwich (now part of Exeter) was laid out from 1853 (Bk.18, p.45, E29), Bridge Town (now Birkenhead) in 1855 (GRO 10/1855), and the

subdivision of Glanville (now part of Ethelton) was planned in 1865 (DP 147). Further north Blackpool was laid out on Section 766 (now in North Haven) in 1855 (GRO 29/1855).

On the seaward side of the peninsula development occurred at Semaphore from 1851. Theatrical entrepreneur George Coppin, who had a theatre, hotel and other interests at the port, established a semaphore mast complete with signal flags to relay shipping news to the port and this became a popular sight. Coppin noted this interest and decided to establish an hotel overlooking the beach, and provide a ferry service across the Port River for his patrons. He also had grand plans for a seaside resort, a "Marine Thermopolium" complete with a menagerie. However before this could be started gold was discovered in Victoria and his patrons left the colony in search of their fortunes, while Coppin's enterprises were laden with debt forcing him also to leave the colony in order to earn enough to repay his creditors. Further development at Semaphore included the subdivisions of Clairville 1854 (Bk.22, p.50, E44), Semaphore 1859 (Section 1055, DP17), Scarborough 1860 (DP44), Semaphore Township, 1864 (DP115, DP117), and Blanchetown (Semaphore South) in 1856 (Bk. 34,p.25, E22). In 1859 a jetty was built at Semaphore and it began operating in 1860. Its purpose was to provide accommodation for the Pilot Launch, the Quarantine Launch and the smaller lighters and craft that serviced ships at sea. The jetty also became an attraction as a promenade for holidaymakers and encouraged the construction of seaside villas and services nearby.

As settlement to the east of the port spread, the subdivision of Alberton was laid out between Torrens and Port Roads in 1854 with several squares, and provision for a railway corridor (Albert Town GRO 410/1854). Later amendments have resulted in numerous road closures and the loss of St. Andrews Square and reserve. The subdivision of Yatala, (now part of Rosewater) was planned for Section 422, the triangle formed by the meeting of Grand Junction Road and Torrens Road. Although adapted to the triangular section, this subdivision was basically laid out as a series of grids with one reserve and some industrial sites (GRO452/1854). The Portland Estate, established by the Port Land Company in 1858 featured a reserve in the centre of a large square, and a crescent following the line of Tam O Shanter Creek, surrounded by regular plots and with a triangular reserve at the centre of the lower section towards Port Road.

The plan for Queen's Town, on Section 443 in 1848consisted of two rows of rectangular plots, those fronting Port Road being much smaller than those fronting the street behind (Bk.9, p.134, E96). A further plan in 1854 extended subdivision back to the Old Port Road (GRO 594/1856). On the northern side of Grand Junction Road the plan for the Village of Rosewater, Section 1189, made in 1855 demonstrated what was to become the common form of subdivision, a regular grid of streets laid out with rectangular plots of land (A.21281).

Further east small subdivisions were also taking place. Windsor, on Section 494, (later part of Windsor Gardens) was laid out in 1851 (Bk.17, p.140, E93). The area was already known for market gardens and vineyards and was downstream of the main reservoir supplying water to Adelaide. The GRO plan notes the gardens on the opposite side of the River Torrens. Carters supplied water from the Torrens to the drier areas such as Enfield until wells were dug and water storages constructed.

There were also subdivisions in other less well-watered parts of the municipality. Ferryden Park, (now partly in Mansfield Park and partly in Woodville Gardens), was subdivided in 1856 and included sections 401, 407, 408, and 413 Hd. Yatala (Ferryden Park GRO 268/1856). In 1858 the Dry Creek area was subdivided into lots of varying size as Montague Farms (GRO 198/1858) and the more regular Dry Creek Township on Section 987 in 1868 (DP 223). Ashby, now part of Wingfield and sited on both sides of the railway on Sections 977 and 978, was subdivided in 1858 (Township of Ashby DP 13).

By 1866 Bailliere's Gazetteer was able to provide a picture of development across the colony. It described Alberton, Dry Creek, and Enfield as small townships with post offices and hotels. Alberton and Dry Creek also had railway stations. In addition Dry Creek had the stockade (the colonial prison) while Enfield had an agricultural machinery factory. The surrounding areas were engaged in growing wheat.

Queenstown was described as a "small agricultural settlement" with a population engaged in cultivating wheat and hay, as were the inhabitants of the Portland Estate. The Portland Estate had extra facilities that included one hotel, a public pound, an Oddfellows' lodge, a Foresters' court, and a post office.

Port Adelaide itself was the largest and most developed town among the early settlements. By 1866 it had, according to Bailliere's Gazetteer, "all the characteristics of a seaport town; its shops, commodities, hotels, and manufactories, all seem intended for the accommodation of a seafaring population". Industries included the copper-smelting works, flour mills, breweries, boilermaker's works, shipbuilding yards and warehouses. There was a range of public buildings, churches, chapels, a temporary hospital, police station, a small theatre, and a railway station. Insurance offices, banks, a post office, and a telegraph office supported the port's activities, and tradesmen and professional services were available. In addition to the railway that connected the port to Adelaide, there was also a coach road described as being "in such bad order as to be little used, and bears the unenviable notoriety of being one of the worst kept and most greatly neglected roads in the colony".

Across the Port River, Glanfield (Glanville) was described as a small village connected by a wooden bridge to Port Adelaide. The small township of Weymouth (Semaphore) had a jetty, "whence the mail and shipping reporters' boats put off to meet incoming vessels". There was also the semaphore and flagstaff used to signal vessels at sea. Clearly, apart from the immediate vicinity of the port at this stage much of the municipality was dependent on agriculture.
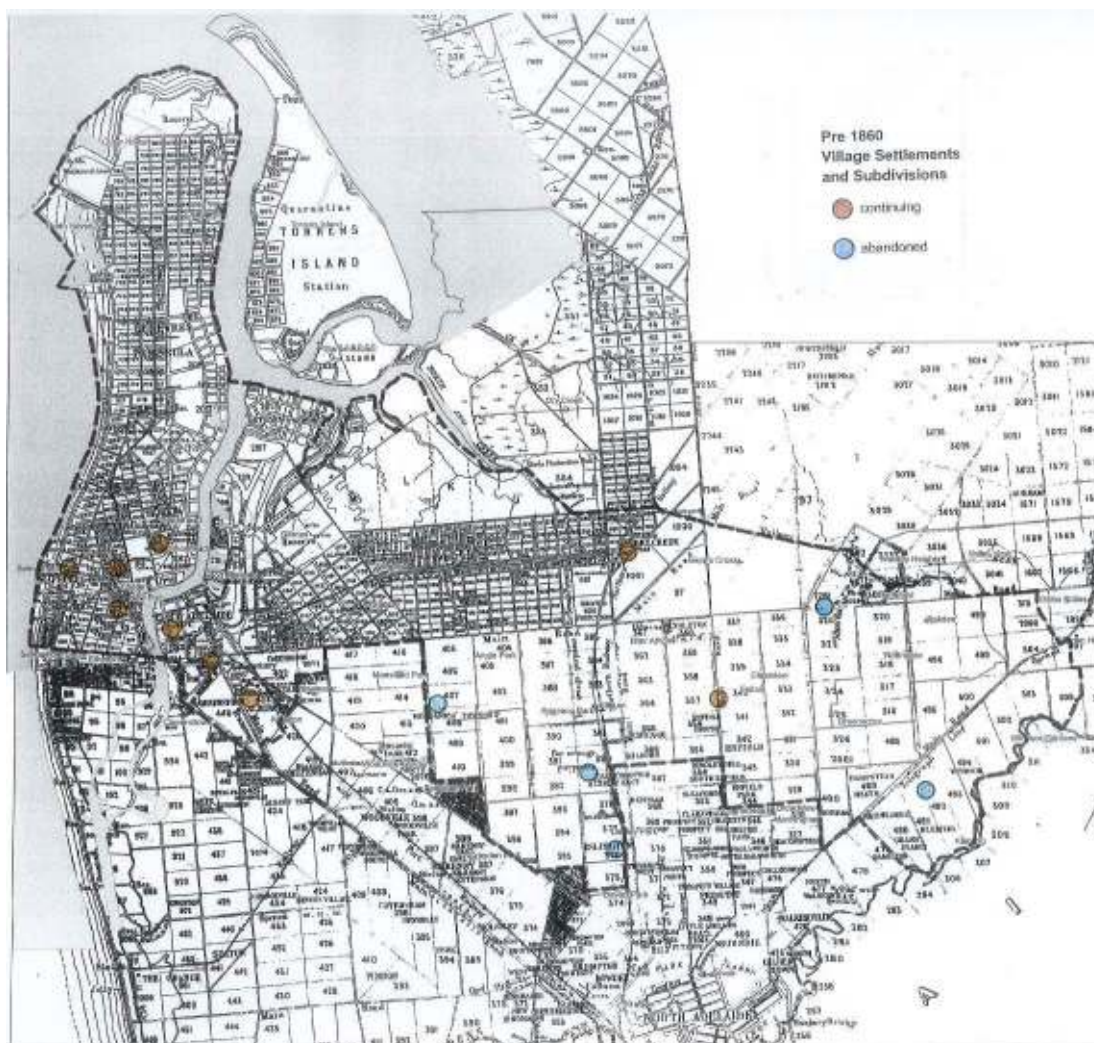
Initial Village Settlements
[Source: GRO]

2.2.4   1870-1885 - Consolidation of Settlement

During the 1870s subdivision extended north along the seaward side of the Le Fevre's Peninsula at Largs Bay in 1873 (Township of LargsSections1061, 1062 1096 &1097) (DP341) and in 1875 at Largs North (Swansea Section 1047) (DP426). On the river side of the peninsula Peterhead (Hamley Section 1084) was subdivided in 1877 (DP596).

North of Grand Junction Road at Ottaway (Norbiton Section 1171) was subdivided in 1876 (DP516). This area was to become a site for noxious industries. Further east Montagu Farms (later The Levels) became the site for sheep breeding developments. Further east, in 1877 the Hart brothers were extending the Beefacres Estate.

In February 1880 there was a call for tenders for the construction of Railway works at Islington with an engine running shed and a store to be built. Nearby at Kilburn, Tam-O-Shanter Belt East (Part Section 379) was subdivided perhaps to provide housing for railway workers (DP868).

On Le Fevre's Peninsula subdivision continued on the river side with plans for Osborne (Austral-Brindisi Sections 752 and 753) (DP1132), and Peterhead (Hamley Extension Section 1086 and Part 1085) (DP1113), in 1881. This area had been referred to as Gold Diggers' Village. Perhaps men awaiting a passage to the goldfields in Victoria had camped here in the 1850s.

In 1882 more subdivision occurred in the central and eastern parts of the municipality. On the Torrens at Klemzig part of Section 490 was laid out as Heidelberg (a name which reflected its earlier German inhabitants) but changed to Kobandilla during World War One (DP1147). Blair Athol (Dingley Dell Section 354) (DP1340), and Sefton Park (Section 345 and Part Section 344) (DP1233), were laid out along the Main North Road. Devon Park was subdivided between the Port Road and Port Adelaide railway as Wolseley (Section 375 Hd. Yatala) (DP 1311).

Islington (Sections 376, 377), first subdivided in 1839, was consolidated and brought under the Real Property Act in 1886 (DP1452). This area later became Dudley Park. Development extended along the Main North East Road with the subdivision of Section 489 in 1884, which later became Hampstead Gardens (Section 489 DP129).

2.2.5   1885-1914 - Continuing Land Division

Farming land at Enfield c1900
(Source: SLSA B55721)

Much of the land around the port was swampy and subject tidal inundation so levee banks (embankments) were constructed at Gillman, Wingfield and Dry Creek to control the water near North Arm and the salt crystallization pans in 1886-87. The Military Map produced in 1889 shows development concentrated around Port Adelaide with streets laid out at Glanville, Exeter, Birkenhead, Largs, and Semaphore, and further streets laid out at Portland Estate, Alberton and Queenstown along the Port Road. Most of Le Fevre's Peninsula was still marked as swamp and scrub. Wingfield was also still a swamp but settlements were laid out at Rosewater, Yatala, and at Dry Creek, Islington, Enfield, and Gepps Cross. There was still much open land to the east, with scattered windmills, a chaff mill, dairy, wells and a sewage farm.

Land in the Kilburn area that was swampy or had been used for grubbing limestone and lime-burning was subdivided as Chicago (Section 364 & 365) in 1893-94 (DP1783, DP1515).

In Britain, the 1898 publication of Ebenezer Howard's *Garden Cities of To-Morrow* indicated a change in attitudes to town planning and development of cities. The Garden City of Letchworth was established in England in 1903 but it would be some time before these ideas were incorporated into South Australian planning. Meanwhile the 1903 subdivision of Portsmouth (Part Section 771, now in North Haven) was a simple grid of rectangular allotments with no provision for gardens or reserves (DP1630).

Subdivision of former open space continued. Bovagh (Section 502) was laid out in 1904 on land along the Torrens, now Windsor Gardens (DP 1640). In 1909 at Dry Creek the extensive Levels Estate included Sections 985,987, 1002, 1003, 1007, 1008, 1009, 10011, 1013, 1014, pt. 983 Hd. Port Adelaide, and 2215, pt.2193 Hd. Yatala (GRO57/1909). At Taperoo on the LeFevre Peninsula the Gedville Estate was laid out in 1912 (DP2085). In 1913 the Metropolitan Abattoirs were established at Gepps Cross, occupying a large swathe of land which had been surveyed as Section 97.
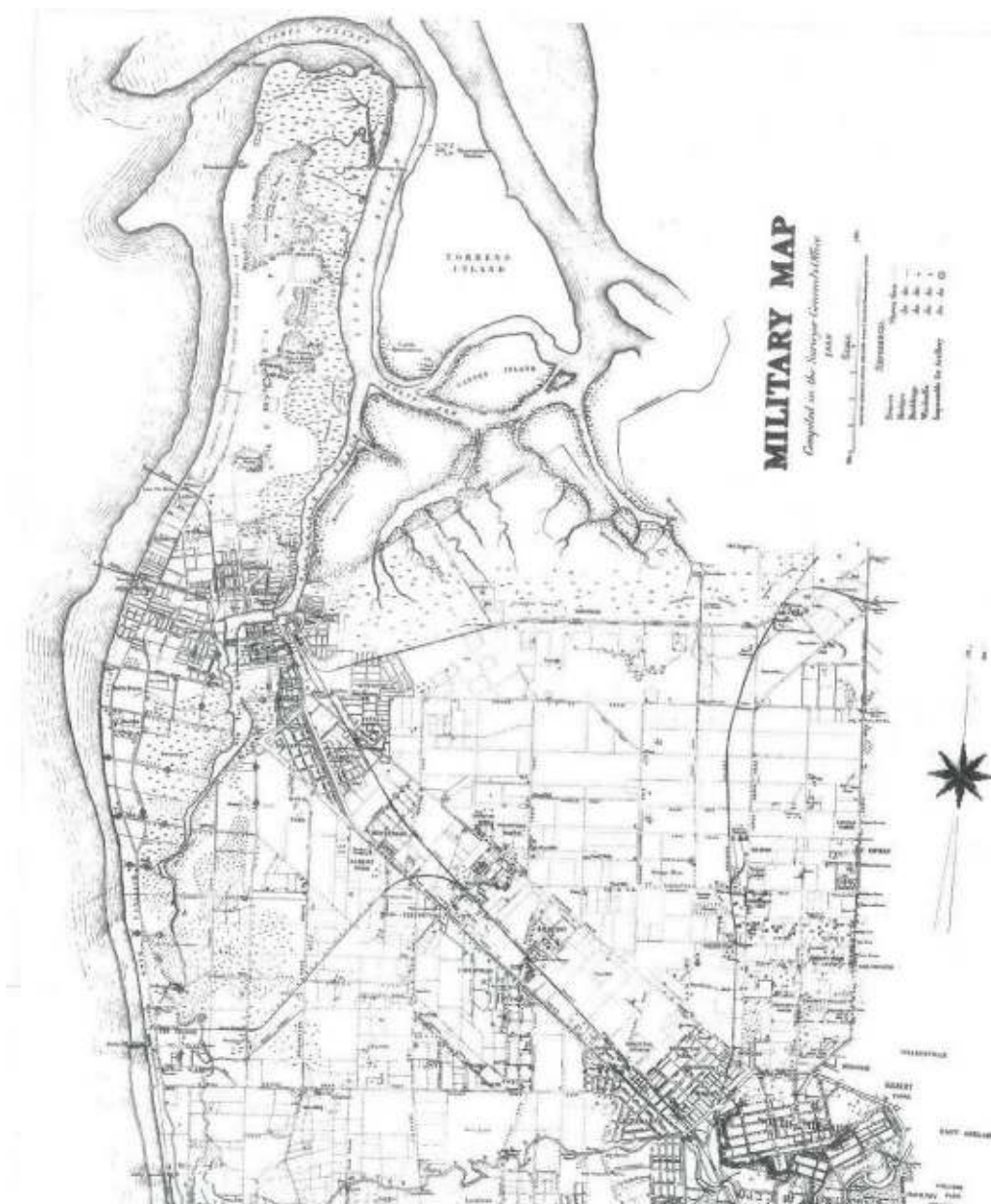
1889 Military Map
[Source: Surveyor-General's Office (Adelaide)]

This late 1880s survey of the land between the coast and the city was undertaken to determine most effective routes for movement of troops, but clearly delineates settled areas, agricultural land use and natural features such as swampy ground and sand dunes. It underscores the physical parameters affecting settlement and development in the region.

2.2.6   1915-1927 - War and Town Planning

In 1914 while the nation was focused on the outbreak of war, Charles Reade had come to Australia on a lecture tour, as part of a world-wide movement, sponsored by the English Garden Cities and Town Planning Association. His lectures were attended by local councillors from many municipalities as well as other dignitaries. He argued for planning that would allow light and space into the housing areas and improve the health of the citizens. In 1915 Reade was appointed the South Australian government's Town Planning adviser, and in 1916 the First Town Planning and Development Bill was introduced into the South Australian Parliament.

Reade's enthusiasm boosted local interest in planning. The subdivision of Broadview in 1916 (Sections 327, 328, 329 and parts of Sections 334,335, 336) initiated a variation on the common grid plans by introducing diagonal streets cutting through a layout surrounding a central square of larger allotments, although many of the planned streets were eventually closed. Only part of this subdivision, the area north of McInnes Avenue lay in Port Adelaide Enfield municipality (DP2417).

At the port, new dredges acquired by the South Australian Harbors Board in 1916 were employed to widen and deepen the shipping channel. Over the subsequent years the deposited spoil reclaimed mangrove swamp and marshland on Le Fevre's Peninsula, and the swamps to the east of the docks, allowing further development. In 1920 subdivision of Part Section 780 as Outer Harbour was sited adjacent to reclaimed land (DP2591).

In 1917 the Control of Subdivision of Land Act increased the Surveyor-General's powers to refuse subdivisions but did not incorporate the proposed long term planning principles. However, the situation was improved by the 1919 Town Planning and Development Bill prepared by Charles Reade. After much opposition a watered-down version was passed in 1920. There was a role for the Government Town Planner and his department but the desired cooperation between local councils, public authorities, and public bodies was not mandated. Reade drew up plans for a Mitcham Garden Suburb in 1917 although construction did not begin until the 1920s after Reade had departed. Subsequent planners tried to implement Garden Suburb ideals as best they could with limited resources, limited powers, and opposition from property interests. These included William John Earle who replaced Reade in 1920 as Government Town Planner, and Earle's successor Walter Scott Griffiths.

Meanwhile expansion in the Hd. Yatala extended in 1919 to Greenacres (Section 488) with the Greenacres Estate (DP2545). In 1922 the planned subdivision of Clearview (on Sections 334, 335, 336, Hd.Yatala), signed by Scott Griffiths, included wide crescents, avenues and reserves, with a large central recreation park (DP 2964). Scott Griffiths also emphasised the importance of street trees.

William Earle was responsible for the subdivision of Burford Gardens at Dry Creek on Part Section 1001 in 1922 (DP2904). This was intended as an industrial village for Burford and Sons, soap manufacturers, who had an adjacent industrial site and Burford Gardens was to be a model housing estate for the workers. Only a small part of the plan and a park was developed. Both Earle and Scott Griffiths also drew up plans for private concerns, which were often only partly implemented on the ground.

By 1923 the City of Port Adelaide was still the most developed part of the municipality. The 1921-23 Civic Record notes that by this time it included 6,928 buildings and had a population of 30,550. This compared with 650 dwellings and a population of 3000 in the District Council of Yatala South, which included the townships of Northfield, Gaza, Gilles Plains, Dry Creek, Chicago, Sefton Park, Enfield, Gepp's Cross, Braeville and Myrtle Holme.

In 1923 new subdivision included Mansfield Park on Part Section 405 Hd. Yatala (DP3071), and in 1924 at Hillcrest Gardens at Hillcrest (Part Sections 499, 500) (DP 3275), and Hampstead Heath (Part Sections 499,500) along Hampstead Road at Manningham (DP3171).

Scott Griffiths signed several subdivisions in 1925 but apart from the inclusion of reserves as open space they were more conventional than his earlier plans. These included subdivisions at Croydon Park (Pts. Sections 393,394) (Croydon Park North DP3332), Strathmont at Gilles Plains (Sections 504, 507 2060) (DP3319), Northfield (Part sections 692, 701-804) (DP3666), and Woodville Gardens (Part Sections 409,410 Hd. Yatala) (DP3369).
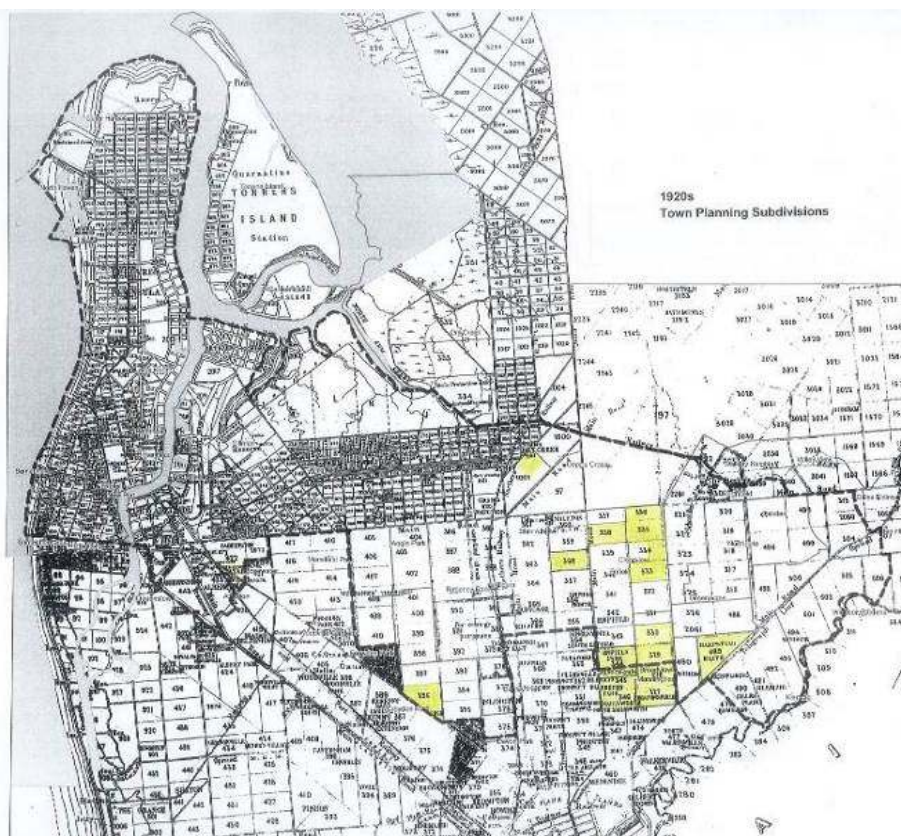
Location of main 1920s subdivisions
[Source: GRO]

The 1926 Edmunds' Survey indicates that road and rail systems extended to Outer Harbour, and roads had been constructed between the Port to Dry Creek Loop Line and Grand Junction Road. The new subdivisions of Chicago (Kilburn), Northgate (Blair Athol), Sefton Park, and Broadview, are evident. Another noted feature was Sir Ross Smith's Aeroplane Landing Place at Northfield. In 1927 Scott Griffiths signed the plans for the subdivision of Part Section 97 Hd. Yatala between Grand Junction Road and Cavan Road at Gepps Cross as Waldaree Park (Part Section 97). The plans included numerous small allotments with a few interspersed large ones and a dedicated reserve (DP3665).

This mid-1920s topographic survey again reflects the areas that were built up and settled particularly along the main roads, with Enfield's broad acres still comparatively undeveloped and used as farmland.

Composite of topographic maps: sheets 1, 2, 4 & 5
W H Edmunds, 1926, Adelaide

2.2.7   1928-1945 - Depression and Industrialisation

In 1929 Scott Griffiths died, and his successor Harold Chalken Day was moved to the Registrar-General's Department.   Town planning as an important and comprehensive process declined with the repeal of the Town Planning and Development Act in 1930.

However there was little subdivision activity during the 1930s generally across the state.   In South Australia the economy was in decline from about 1927 and the widespread economic Depression of the late 1920s and early 1930s increased the problems.   Until the 1930s agriculture and associated industries such as flour milling had supported South Australia's economy.   As falling commodity prices, droughts, and loss of jobs through mechanisation of agriculture undermined this sector of the economy, industrialisation was perceived as a remedy by Premier Tom Playford.   Manufacturing industry, such as the production of whitegoods and motor vehicles, encouraged urbanisation and foreign investment.   In 1933 improvements to the deteriorating wharves at Port Adelaide were undertaken.   The Company's Basin and the Port Dock were filled in and wharves remodelled.

World War Two began in 1939 and from 1940 there were petrol shortages and the population had to use public transport.   Housing was also in short supply.   However wartime munitions factories increased industrial activity.   By the time the war ended in 1945 there was a built up demand for housing, private motor cars and household appliances.

2.2.8   1946-1979 - Post War Development

By 1947 most of municipality had been subdivided. There were still open spaces around institutions, such as the mental hospital and the infectious diseases hospital, along Hampstead and Fosters Roads and also at the abattoirs at Gepp's Cross and the sewage farm at Islington.

As car ownership increased it was possible for housing and industries to spread beyond the fixed public transport networks. With the growth in manufacturing industries providing employment and increasing numbers of immigrants, the South Australian Housing Trust built estates at Port Adelaide and Enfield. Plans from 1947 for a new town at Elizabeth to the north proceeded, with infill development along the Main North Road. Industrial activity overtook some undeveloped subdivisions such as Waldaree Park, planned in 1927 as a grid of small streets. It became a complex of large industrial and commercial sites with only remnants of the original roads extant.

Not all subdivisions were successful. The location or the condition of the land may have been unsuitable for dense development. In 1950 Gillman (Part Section 11370) was subdivided into small allotments but in 1960 it reverted to broad acres (DP4507). By 1954 development had extended to the outer perimeter of the municipality. The township of Holden Hill was laid out on parts of Sections 504 and 507, on Lyons Road (formerly Beefacres Road) (DP4795).

Large sites such as the land surrounding the former sewage farm were given a new purpose. Regency Park (Pt Sections 385, 384, 380, and Sections 386-392) were transferred to the Crown in 1956 (CT 2465/99). The land was then used for educational, recreation, community and some industrial purposes. In 1957 the South Australian Housing Trust, established in 1936 to provide solid workers' housing, subdivided land at Angle Park (Pt secs 401, 402). A new Parks Community Centre was built on land adjacent to the subdivision (DP6149).

By 1960, apart from industrial sites and reserves, Le Fevre's Peninsula was also mostly subdivided. A new Planning and Development Act introduced in 1967 restated some of Reade's earlier ideas about development for Adelaide and a State Planning Authority was established to coordinate planning works such as main roads, sewerage, public transport and major community facilities.

From 1958 subdivision of Section 3041 at the north eastern boundary of the municipality began. Now Valley View, the subdivision undertaken in stages was named the Township of Gilles Plains. The first stage was on Grand Junction Road (DP6355), and later stages, reaching back to the Dry Creek Reserve, were subdivided in 1959 (DP6631, DP6632), 1960 (DP6706, DP6741) and a final section on Grand Junction Road in 1962 (DP7307).

By 1970 residential or industrial development extended across the municipality and former farmland had become urban land.

Post Script

The port for Adelaide developed in parallel with the city, right from the beginning of settlement. The close relationship of the area to the functions of the State Government also resulted in a large number of significant institutions being established in the wider Port Adelaide Enfield area over time. Many of the government facilities such as Customs, and also other commercial enterprises such as those of the South Australian Company, were of a size comparable with those in Adelaide, sometimes established prior to the city enterprises. In Port Adelaide these related to maritime port facilities, industries and coastal defence facilities including Fort Largs and the Torpedo Station. In Enfield it involved State enterprises which required a substantial amount of space, easily found on Enfield's broad acres, including the sewage farm, Yatala Prison, the Hampstead Centre, the Infectious Diseases Hospital and the Railway Yards at Islington.

Composite of relevant pages from 1947 Fuller's Street Directory
[with current suburb boundaries in red]

2.3 Historic Themes

THEME 1: CREATING PORT ADELAIDE ENFIELD'S PHYSICAL ENVIRONMENT AND CONTEXT

This theme is concerned with the creation of the settlement of Port Adelaide and Enfield. It involves the pattern of land division and establishment of communities which then developed and expanded over time. It also covers the identification of any remnant natural environment, which includes the mangrove swamps in Port Adelaide and reserves of original vegetation in Enfield. The introduction of street planting and reclamation of land is also an important part of this theme.

T1.1   Natural Environment

The natural environment of the Port Adelaide Enfield Council area covers a wide range of conditions - coastal, riverine and plains topography with concomitant ecology. It has been irrevocably altered for the most part by the changes wrought by settlement and development. Some original elements remain and some notable new landscapes and plantings have been created.

T1.1.1   Remnant Natural Environment

The Port River was quite narrow in its upper reaches and was edged with swamplands and mangroves when Europeans first settled the area. The intertidal zone supports three habitats – mangroves, saltmarsh and mud flats. The mangrove species is *Avicennia marina,* and can be found generally seaward of saltmarshes and often interspersed with seagrass beds and mudflats. There are a few remaining areas of mangroves which fringe the Port River estuary, the natural vegetation around the port itself having been seriously degraded by actions of white settlers. Deepening works in the Port River have progressively reduced the area available for shallow water seagrasses. The mangroves range from extensive and dense forests to sparse and isolated stunted trees at more extreme settings.

The natural indigenous vegetation of the inland plains areas which covered the former Enfield Council region can be observed in very limited areas - the most notable of these is Folland Park located at the Western end of the Enfield Cemetery and comprising 3.5 hectares of remnant woodland.

T1.1.2   Reclaimed Land

Port Adelaide was established on swampy riverine land, and dredging the harbour and the river channel has been an ongoing activity. The original port required dredging and a canal was created. At the new port, the process was repeated. In 1857 the Harbor Trust purchased a new steam dredge and 60,000 tons of silt was removed from the harbour. This spoil was used to

reclaim swamp land and build up the commercial area of the port. As a result, the ground level was raised by a number of metres behind the wharves. Major reclamation of the coastal swampland at Glanville in 1892 created the Glanville Reserve. Continued dredging of the Port River to deepen the shipping channel during the 1920s and 1930s was necessary to accommodate larger ships and the spoil from this deepening program was transported to fill swamps on Lefevre Peninsula and to the east (Gillman).

Embankments were constructed in the 1880s onwards to prevent sea water flowing over large areas of Dry Creek and Wingfield. From 1883 to 1895 government departments acted to prevent the normal tidal flooding of this and adjacent land by building levees, 1.5 metres broad and 0.9 metres above highest tide, and with exit sluices. The water flow was two way. The St. Kilda embankment was intended to hold in the creeks flowing towards the river and allow the Government land to benefit from the fresh water and silt. The embankments suffered from high tide damage, floods and washaways, particularly in 1917 when a 'stupendous tide' came over the Port Adelaide Rifle Range embankment, causing significant damage to the embankment itself. This land was crossed by the sewage pipeline from Islington, as the main drain from the sewage farm discharged surplus water to the North Arm of the Port River. In 1922 the Harbors Board built an embankment against sewage on the Reserve side of the outfall channel into Sewer's Creek (now called North Arm Creek), to (often unsuccessfully) prevent backflow of the often raw sewage discharged. This problem was solved only when the sewerage farm was closed and the treatment works moved in 1935.

T1.1.3 Introduced Landscapes

Significant tree planting
Within the Port Adelaide Enfield Council area there are a number of notable avenues of trees associated with the historic development of the region. Most visible of these are the Canary Island date palms along Port Road, planted as depression work in the 1930s. The Norfolk Island pines planted along the coast road of the LeFevre Peninsula - the Esplanade and Lady Gowrie Drive - reflect the typical seaside landscaping of the 1880s to the 1930s. The railway reserve from Adelaide to the Port has sections planted with rows of mature London plane trees, and houses facing the reserve, indicative of the perceived high value of the land along the rail line, when public transport was an essential form of communication and travel between centres. In addition, dense mature belts of trees, the perimeter planting of various species of pines around the stock holding paddocks of the abattoirs, remain as a landmark element in this sparsely developed area of Gepps Cross.

Parks and reserves relating to town planning
Port Adelaide Enfield retains parks and reserves which reflect subdivision patterns and town planning theories and practice of a number of periods, both from the nineteenth and twentieth centuries. Montpelier Square, Portland and Company Square, Alberton are notable examples of early Victorian town designs, and an extension of Colonel Light's Adelaide planning, with central squares surrounded by allotments facing the 'green'. St Alban's Reserve, Clearview, is a 1920s version of the same principle of 'garden city' design.

Careful analysis of the Hundreds plans and correlation with current aerial photos exposes original layouts which are now obscured by later development. One such area is the original subdivision of Wingfield, immediately north of the railway line to Dry Creek. This area, which has no section numbers, was laid out as three grand blocks surrounded by a belt of 'parklands' on three sides. This disposition of land can still be discerned on aerial photographs of the area.

T1.2   Settlement Patterns

The history of the pattern of settlement in the Port Adelaide Enfield Council area is set out as a chronological account in Section 2.2.1 of this report.

Land division was irregular and spasmodic across the area, apart from the closely settled subdivision associated with the development of the port itself. This reflects the actual historical development of that 'maritime' section of the region ahead of the more rural areas to the east. This has been illustrated in the following maps. Note that early land division did not necessarily mean settlement as quite a lot of speculative investment in land pre-empted any actual need for 'on-the-ground' occupation of the more isolated locations. Actual settlement was closely linked to the existence of transportation and employment.

Subdivision of Sections
1850 - 1866

Settled

Undeveloped

Rural

Subdivision of Sections
1865 - 1885

Settled

Undeveloped

Rural

Subdivision of Sections
1885 - 1915

Settled
Undeveloped
Rural

Subdivision of Sections
1915 - 1940

Settled
Undeveloped
Rural
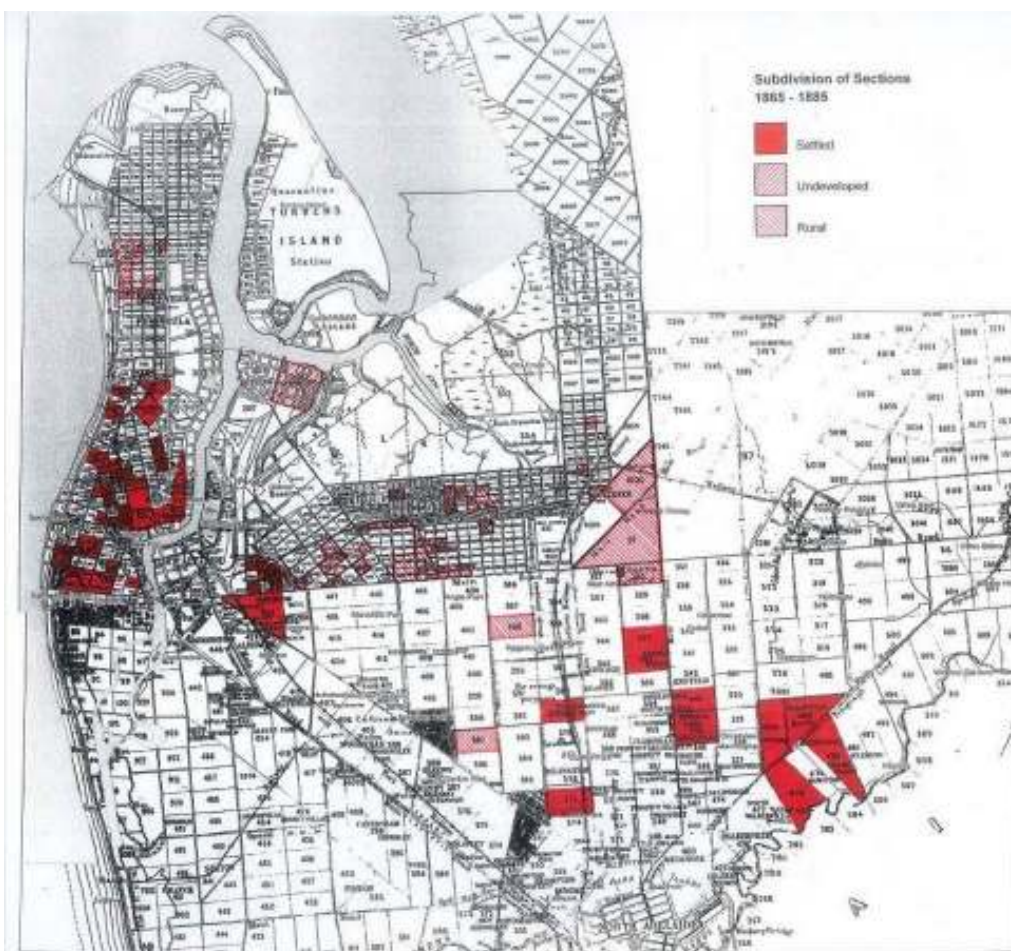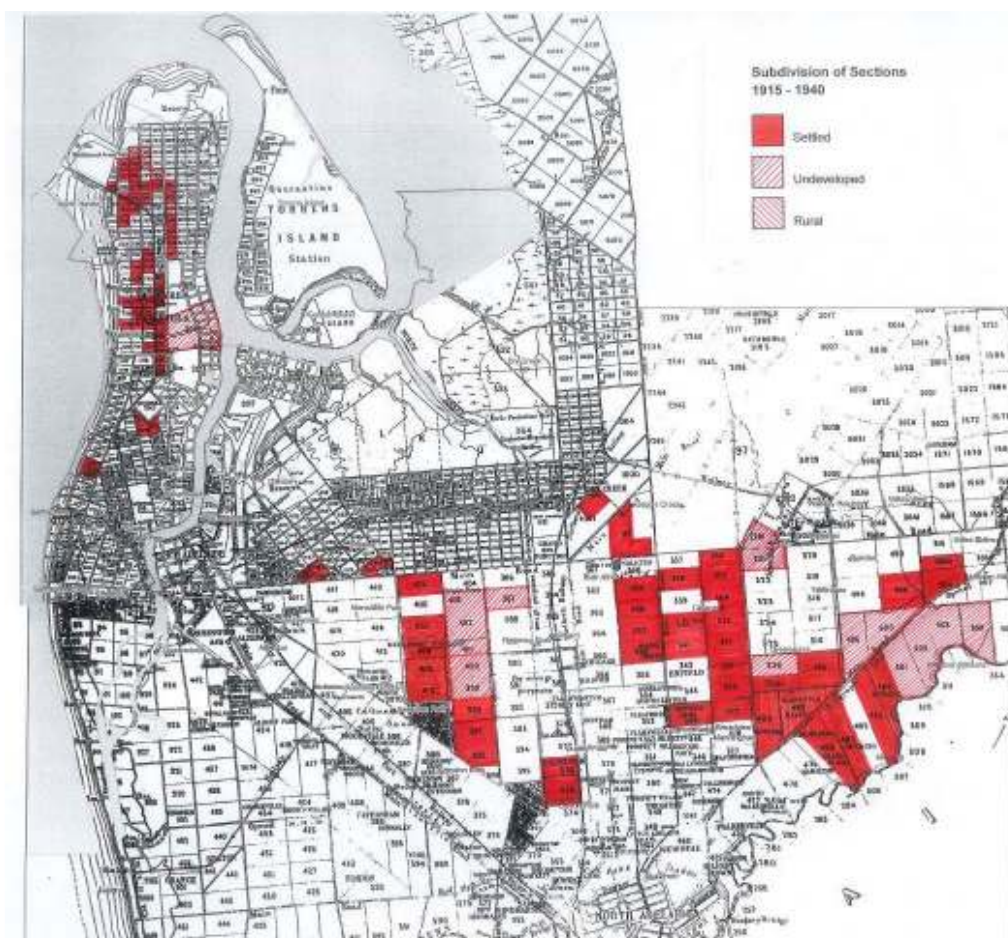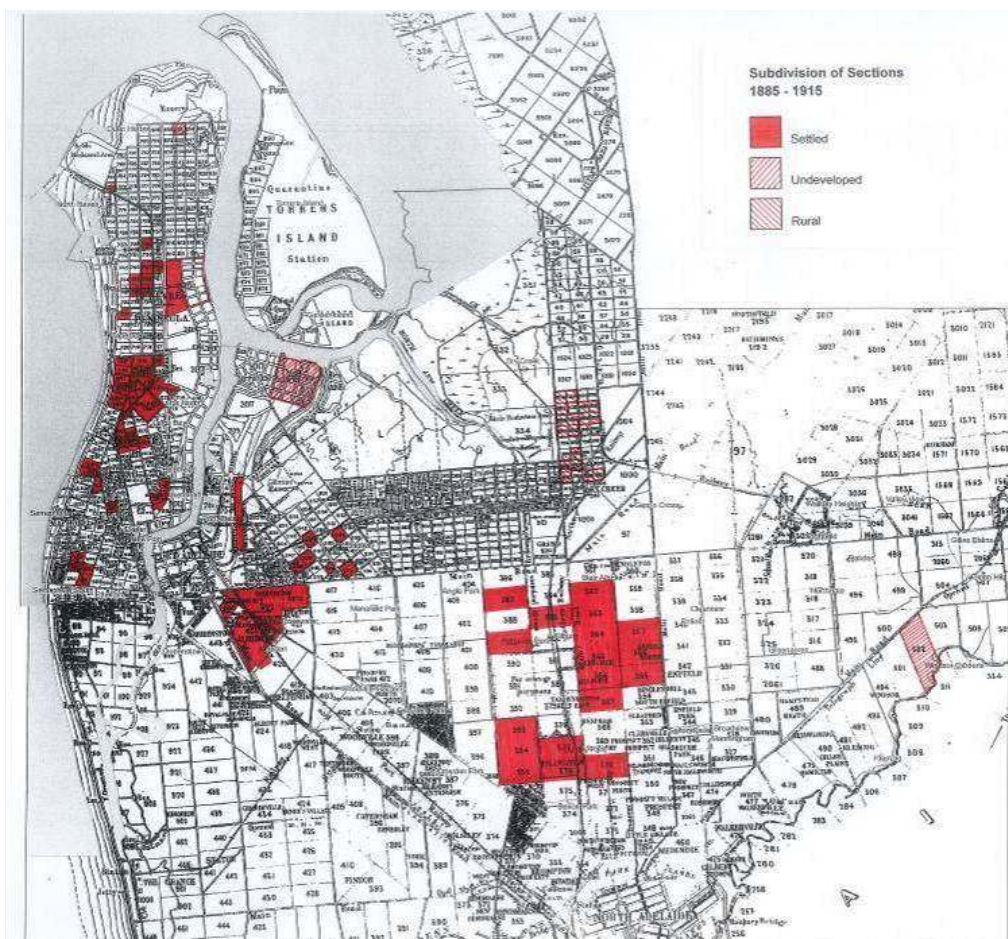
THEME 2:   GOVERNING PORT ADELAIDE ENFIELD

The governance of the Port Adelaide Enfield Council area has evolved from the development of District Councils in both Port Adelaide and Enfield, as two separate cities, and then the amalgamation of the two cities into Port Adelaide Enfield as it is today. The governing of Port Adelaide Enfield includes both the servicing and protecting of its population.   The normal governance of Local Government areas included a range of issues, many of which had State government origins, including the enforcement of customs, law and order and defence, and fire protection and the provision of utilities. In addition Port Adelaide had the additional governance issues of the maritime port itself and the evolution of maritime controls in this area.

All three levels of government, local, state and federal have in the past and still do exercise some role in the governing of Port Adelaide Enfield.

T2.1   Levels of Government

T2.1.1 Colonial Government

In the earliest settlement, the powers and responsibilities were divided between the Governor (appointed by the Colonial Office), responsible for general government matters, and the Board of Colonisation Commissioners' resident commissioner, responsible for land distribution, town planning and immigration. By 1842, under the South Australia Act, the governor had been designated the resident commissioner which removed the conflicts inherent in the initial system. The Colonisation Commissions instructions to Colonel Light were, among other things, to establish a 'commodious' and safe harbour, and to ensure 'a considerable tract of fertile land immediately adjoining'. The area now known as Port Adelaide Enfield met all these requirements admirably, although the final site for the harbour took some years to establish.

South Australia became 'self-governing' in 1856, with the creation of the South Australian Parliament, comprising a Legislative Council and a Legislative Assembly. Federation of the separate States resulted in the transfer of some previously state functions, such as postal services, to the Commonwealth government. The three levels of government, local, state and federal all exercise some role in the governing of Port Adelaide Enfield.

T2.1.2 Local Boards and Councils

During the period from 1851 to 1870 various District Councils were established as settlement consolidated and communities grew. A Central Roads Board had been created by the Colonial Government in 1849, and individual towns and areas established local road boards, which often developed into District Councils.

The District Council of Yatala was created in 1853 and it covered a wide area, more than two thirds of the Hundred of Yatala. In 1855 the Village of Walkerville separated from Yatala to become the District Council of Walkerville and then, in 1868, Yatala was divided into Yatala South and Yatala North, with any land south of Dry Creek becoming Yatala South. The area in this study became the District Council of Yatala South. The area of the District Council closest to Adelaide was further divided and 1872 the Village of Prospect separated from Yatala to become the District Council of Prospect. The District Council of Yatala South became the District Council of Enfield in the Inter War period in 1935, and with the growth of its population became the City if Enfield in 1953.

Within the Hundred of Port Adelaide the Corporate Town of Port Adelaide was established in December, 1855. From then on with the subdivision of the area and the increase in population, District Councils were established across the Port Adelaide area. The District Council of Portland was set up in 1859; the District Council of Alberton and Queenstown, and the District Council of Glanville were established in 1864. The Lefevre's Peninsula District Council (including Birkenhead) was established in 1872 and the District Council of Rosewater in 1877.

By the 1890s all of these District Councils had been incorporated into either Semaphore or Port Adelaide. The Corporation of Semaphore was formed from parts of Glanville District Council and Lefevre Peninsula District Council in 1883. In 1884 the Corporate Town of .Port Adelaide had amalgamated with the District Council of Portland Estate, the District Council of Birkenhead in

1886, the District Councils of Alberton and Queenstown in 1896, and in 1899 the District Council of Rosewater.

Then in late 1900 the Corporation of Semaphore and the Corporation of Port Adelaide combined and on May 23 1901 Port Adelaide was proclaimed a City by the Governor, Lord Tennyson to become the City of Port Adelaide

The two Cities (Port Adelaide and Enfield) were amalgamated in 1996.

It is interesting to note that the City of Port Adelaide grew by a process of amalgamations, while the City of Enfield started as a large District Council which was reduced in area by the creation of other District Councils.

Local Government has left a number of significant buildings within the area which reflect the ongoing growth of local Councils. Apart from the 1876 section of the Port Adelaide Council building, the most notable of these is the Rosewater District Council Chambers which were constructed in 1877 on Grand Junction Road and have now been converted to residential use. The building first constructed in 1884 as the Semaphore Town Hall is now the Semaphore Library.

Yatala South (Enfield) Council Chambers have been demolished.

Port Adelaide Town Hall c1910
[Source: SLSA B22776}

Rosewater District Council Chambers c1940
[Source: PAE Library collection]

T2.1.3 Separate Development of Two Cities

Port Adelaide and Enfield developed as separate entities with quite different drivers for development and consolidation. The focus of Port Adelaide was specifically the coast and Port River, and access to these, while Enfield was linked more directly to farming and its links with the north of the state through transport routes. There was some overlap of activity where the two council areas met at Dry Creek and Gepps Cross, but the Councils acted independently as is to be expected. One point of commonality was the location of a number of State Government institutions or activities in each Council.

TYPES OF BUILDINGS/PLACES

Council Chambers

Council depots, yards, work areas

T2.2   Port Governance

The control of Port Adelaide has been a combination of both State and Local Government arrangements.   However, the basic governance was first set by the establishment of Trinity House, the first institution to regulate marine affairs in South Australia, which was established by an Act of Parliament in 1851. A board, known as Trinity House, was set up to manage the South Australian harbours, particularly Port Adelaide, and was responsible for pilot services, light stations, harbours, explosives and marine matters generally.

Trinity House was a very traditional British form of harbour control, and by 1860 the *Marine Board Act* was passed which enlarged the powers of Trinity House and the former Harbour Trust which had raised funds for important harbour maintenance.   The Act of 1879 created the Department of the Engineer, Harbours and Jetties, and the care of Harbours, particularly Port Adelaide, remained with the Engineer in Chief for some time. Within the Department the Marine Board continued to function and manage all matters related to ports, shipping, seamen, pilotage, lighthouses, moorings and licenses for work.

Initially, much of the land along the immediate port waterfront was owned by the South Australian Company and they installed wharf frontages and dock facilities as well as stabilising the swamps and land behind the waterfront. Over time, the Marine Board took up the responsibility for the creation of berths along the whole of the river and in the port area, and subsequent widening and additions to these waterfront facilities. By 1888 all Government dockyards and wharves were under the control of the Engineer-in-Chief. In 1913 the Harbors Act created the South Australian Harbors Board, which then purchased most of the privately owned wharves, bringing all aspects of harbour management under the control of the state government again. During the 1920s and 1930s a major program of river channel deepening and wharf reconstruction was carried out, and a large number of buildings on the early wharves were demolished when the new wharf frontages were realigned.

By 1950, Port Adelaide was the third busiest port in Australia, with six kilometres of wharf frontage, berths for 41 ships and further expansion planned under the Greater Port Adelaide Plan drawn up by SA Harbors Board. The Department of Marine and Harbors replaced the Harbors Board in 1967 (and was housed in a new building). This then became known as Ports Corp, and in 2001 ownership of the dock facilities was passed to a private consortium, Flinders Ports.

TYPES OF BUILDINGS/PLACES

Harbours Board offices
Government dockyards, wharves, dredges, port maintenance structures

Harbors Board Offices on Queen's Wharf 1933
[Source: SLSA B29135]

T2.3   Law and Order

With the development of Port Adelaide and the outer areas of Yatala the requirement for law and order was paramount. The provision of police services was initially the responsibility of the central government. After the passing of the Police Act in 1863, District Councils were expected to pay half the wage of police in the area. Senior police also acted as magistrates and policemen were expected to fight fires as well. In addition to the Port Adelaide Police Station and Court House (and customs house) constructed in 1860, various outlying police stations were constructed at later dates including the Semaphore Police Station in 1890 and the Gepps Cross Police Station in 1933.

By the 1930s there were also police stations in Rosewater, Queenstown, Birkenhead, Glanville, Largs.

Water Police were appointed at Port Adelaide from 1854, and equipped with a police boat. These policemen were specifically required to patrol the wharves and prevent theft, and were also expected to assist customs officers in their work. They also had to check the maintenance of all lifesaving equipment on the wharves.

A Police Training Depot for police cadets was established on Ocean Steamers Road, between No 1 and No 2 Docks, in the early 1930s, as an adjunct to Thebarton Police Barracks. Fort Largs was purchased by the Police Department in 1961, to be used as the Police Training Academy

TYPES OF BUILDINGS
Court Houses
Police stations
Water police stations, police boat sheds

Port Adelaide Court House and Police Station c1870
[Source: SLSA B13800]

T2.4   Defence

Britain had withdrawn military assistance to the colonies in 1870, but there was still concern that attacks might be made on South Australia in order to disrupt British shipping. Fort Largs was constructed by the State Government in 1882-4, as one of a set of forts designed to protect the Semaphore anchorage, the harbour entrance and maritime activities of South Australia against perceived threats from foreign invaders. The other fort, Fort Glanville, had been built in 1878, south of Fort Largs. A third fort, planned for Glenelg, was never built but the three sites were linked by the construction of Military Road.

TYPES OF BUILDINGS/PLACES
Forts, military posts
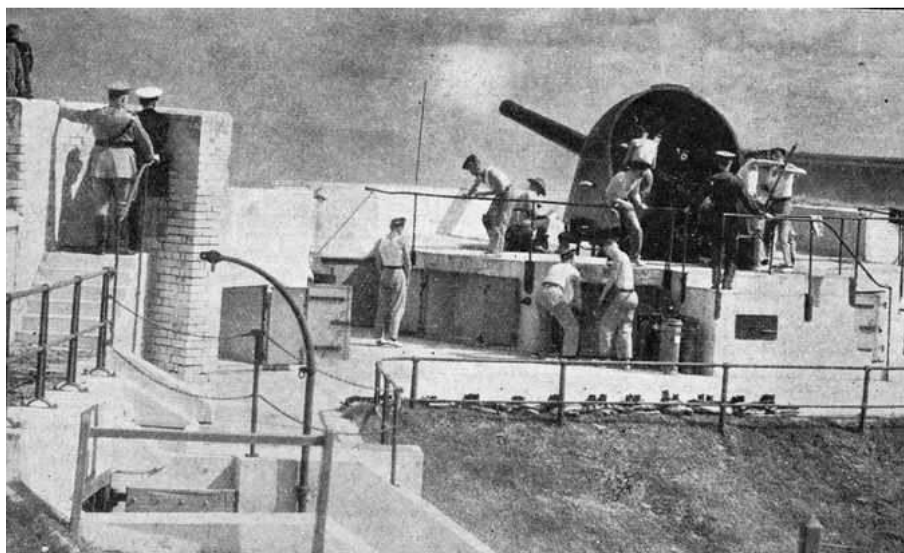
Fort Largs training exercise c1933
[Source: SLSA B8714]

T2.5   Fire Protection

The issue of fighting serious fires at the Port was an ongoing problem for the state government and the local community.

In early fire brigades within Local Government areas firemen were unpaid volunteers or policemen and Port Adelaide has had a fire brigade since 1887. The *Fire Brigades Act* was passed by the State Government in 1882, but the cost of maintaining the local fire brigades was carried by local government. One serious constraint on the efficiency and effectiveness of the fire brigade was the lack of mains water of sufficient pressure to activate fire hose reels. An additional problem was the responsibility for covering the cost of fire services, and while there were a number of significant fires up to the 1900s, the cost fell on the Port Adelaide Council despite the fact that some of these fires were actually in the Port River. A fire float was used from 1908 for shipboard fires.

A substantial fire station, of very Edwardian aesthetic, was opened on the corner of Church and Cannon Streets, Port Adelaide in 1913, the third building used as a fire station, but this has since been demolished. The Semaphore Fire Station which was constructed in Hall Street in 1881 is now a private house.

Port Adelaide Fire Station c1913
[Source: 'A Commodious Harbour']

TYPES OF BUILDINGS/PLACES
Fire stations, hydrants
Fire boats

T2.6 Utilities

Gas

The South Australian Gas Company was formed in 1861 and provided a coal gas supply to the city and inner suburbs in the same year. The construction of the Rosewater gasworks production plant and gasholder (gasometer) in 1866 gave a regular and reliable power supply to homes and industries the Port Adelaide area. This was added to in 1879 when a gasometer was constructed in Mead Street, Peterhead to maintain the gas supply to the peninsula. Gas street lighting was provided in 1881. From 1870 gas supply slowly spread through the inner suburbs and townships close to Adelaide.

Gas ceased to be produced at Rosewater in 1920 and production shifted to a large new plant in Osborne opened in 1925. The early gas storage tank at Rosewater was dismantled in the early 1970s and the land developed by the South Australian Housing Trust. The Peterhead gasometer has also been dismantled.

Electricity

The state's first town supply of electricity was generated from the South Australian Electric Light and Motive Power Company powerhouse in Nile Street (near Robe Street) in 1899. Electric power use soon equalled gas in Port Adelaide and the street lighting was electrified in 1900. The company was taken over by the Adelaide Electric Supply Company in 1904, and the Nile Street power station supplied both the port and the city, until a large power station was built in Grenfell Street, Adelaide in 1907 to assist with power supplies to the city and other areas, including the northern parts of Enfield. As with the gas supply, a new electric power station was constructed at Osborne in 1923. This became the supply source for the whole of the metropolitan area.

The Nile Street power station closed after 1907 but the building remained until the site was redeveloped sometime before 1970.

Nile Street Electricity Station

TYPES OF BUILDINGS/PLACES
Gas holders
Electricity power stations
Power lines and supply systems

**THEME 3:   ESTABLISHING   PORT   ADELAIDE   ENFIELD'S   STATE-BASED
                    INSTITUTIONS**

This theme reflects the links between the central government and its hinterland. Port Adelaide Enfield is an area which is closely associated with a range of State Government initiatives and each of these State based facilities had a significant impact on the development of the Port Adelaide and Enfield areas.

The port for Adelaide developed in parallel with the city, right from the beginning of settlement. The close relationship of the area to the State Government also resulted in a large number of significant institutions being established in the wider Port Adelaide Enfield area over time. Many of the government facilities and other commercial enterprises, such as those of the South Australian Company, were of a size comparable with those in Adelaide, sometimes established prior to the city enterprises. In Port Adelaide these related to Port facilities, industries and coastal defence facilities including Fort Largs and the Torpedo Station. In Enfield it involved State enterprises which required a substantial amount of space, easily found on Enfield's broad acres, including the sewage farm, the Yatala Prison, the Hampstead Centre, the Infectious Diseases Hospital and the Railway Yards.

It should be noted that many of these institutions are already included on the State Heritage Register, but nonetheless played a significant part in the development of Port Adelaide Enfield, by providing employment both at the time of construction and also for staffing and maintenance requirements during the time they functioned.

Customs
The collection of customs duties on imported goods was a significant part of the income of the South Australian government, and had been imposed since the initial establishment of Port Adelaide. The head office of the Customs Department was at Port Adelaide, and a substantial customs house was constructed on North Parade, Port Adelaide in 1880, replacing the earlier customs offices located in the Court complex next door. The provision of customs enforcement is also represented by the former Customs Boarding Station at Semaphore constructed in 1883.

Yatala Prison
In 1854 part of Section 3038 Hundred of Yatala, in the north western section of the Council area at Dry Creek, was established as the stockade and this is visible on all early Hundreds maps. The stockade slowly developed into Yatala Prison. The extent of prison buildings grew over time, and now is a major complex, with only the earliest sections of the prison listed.

Islington Sewerage Farm
The Islington Sewerage Farm, a major State facility, was constructed in 1879. There was also provision for drainage from the area and the main drain from the farm discharged surplus water to the North Arm of the Port River. The facility was closed after Bolivar was established in 1966, but the farm buildings and the straining shed of the sewage processing system remain and are included on the SA Heritage Register.

Fort Largs
In 1882 as part of the defence of the State, Fort Largs was constructed as one of three proposed forts along the coast, intended to protect South Australia from a Russian invasion. Associated with this is the Torpedo Station at North Arm constructed in 1885. The Naval Drill Hall at Birkenhead is also evidence of the location of State defence structures within Port Adelaide Enfield. Powder magazines also remain but are outside PAE Council boundary.

Islington Railway Workshops
The area along Main North Road known as Islington (now part of the suburb of Dudley Park) was also the site of the significant South Australian Railway Workshops which commenced in 1891. These workshops played a fundamental role in the operation and development of South Australia's railway system. The site was transferred to Australian National in 1978 and services

are now located at Dry Creek, leaving this industrial site with an uncertain future, and parts of the works leased to other manufacturers.

Health Facilities
The Inter War period saw the construction of the Tuberculosis Hospital in the 1920s, the Enfield Receiving Home and the Northfield Mental Hospital between 1926 and 1929 (which became known as the Hillcrest Hospital). The Metropolitan Infectious Diseases Hospital was built in 1932, also in Northfield specifically designed and purpose-built to care for and treat patients with infectious diseases such as polio, scarlet fever, measles and diphtheria. The former Administration Building at Northfield (now known as the Hampstead Centre) and other notable buildings on the Hillcrest site are included on the State Heritage Register. Many auxiliary buildings have been demolished however as the sites were redeveloped.

Outer Harbour
The State's responsibility for shipping control was also represented by the Outer Harbor Pilot Station and harbour facilities. The growing size of ships in the late nineteenth century saw many of them unable or unwilling to negotiate the passage to Port Adelaide. At the beginning of the twentieth century the railway was extended to the end of the peninsula; work began on the construction of wharves, initially by a private company, but then completed by the government's Marine Board. On 16 January 1908 the Outer Harbor was opened: there were 275 metres of wharf, and the shipping channel was 60 metres wide and 10 metres deep, with a swinging basin 900 metres by 300 metres. Associated with the Outer Harbor were a pilot station, a mission to seamen and a railway station and kiosk.

Although outside the Council boundaries, the powder magazines on the Salisbury side of the flats, and the Quarantine Station on Torrens Island were also significant State Government establishments.

Other State based institutions are also covered in Theme 2 under the heading 'Governing Port Adelaide Enfield' as these functions overlap both State and Local jurisdictions. Many individual State listed places are also represented in other themes.

TYPES OF BUILDINGS/PLACES
Places of State heritage value included in the SA Heritage Register

THEME 4:   LIVING IN PORT ADELAIDE ENFIELD

This theme deals specifically with the physical provision of housing for the population of the Council area. It analyses the development of housing in each of the periods and the styles which resulted.   It includes the processes of provision of housing through speculation, private development and through Government, particularly the involvement of the South Australian Housing Trust developments throughout the area from the 1930s onward (mainly concentrated in Enfield). The scale of residential buildings is also an important element in the description of the development of housing. The content of this theme is linked with that of Theme One: Creating Port Adelaide Enfield's physical environment and context.

T4.1   Housing the Community

The historic theme of providing housing for residents within any Local Government area is an extremely significant one. Close settlement of the two sections of Port Adelaide and Enfield developed at significantly different rates - the western side of the Council area (Port Adelaide) was from the beginning mainly residential, while the eastern side (the Yatala/Enfield area) developed mainly as farm land from the 1850s up to the 1880s and later. The range of housing reflects the method of provision within the area:

- Early settlers and landowners developed their own residences on Sections they owned or leased.

- Speculative building on early township subdivision of Sections was important, particularly with the extension of public transport facilities such as rail and tram services. Worker housing was often constructed within walking (or bicycle riding) distance of employment locations, such as on the eastern side of Lefevre Peninsula, parallel with the harbor blocks and the industrial enterprises located there.

- Worker housing associated with employment in activities such as the SA Railways, the abattoirs and more isolated industrial development (such as Burford Gardens in Dry Creek) was often provided by employers. In addition boarding houses for waterside and other workers were a notable form of often temporary accommodation.

- The provision of Government housing and the development of the South Australian Housing Trust within the area is a significant theme. Much of the early housing in the port area had become sub-standard by the 1920s. The first SAHT houses were constructed in Rosewater in Port Adelaide, and large areas of the former Enfield Council area were bought up for development as public housing by the SA Housing Trust in the 1930s, 40s and 50s, changing these eastern areas from rural to residential in a most emphatic manner.

SAHT Rosewater 1937
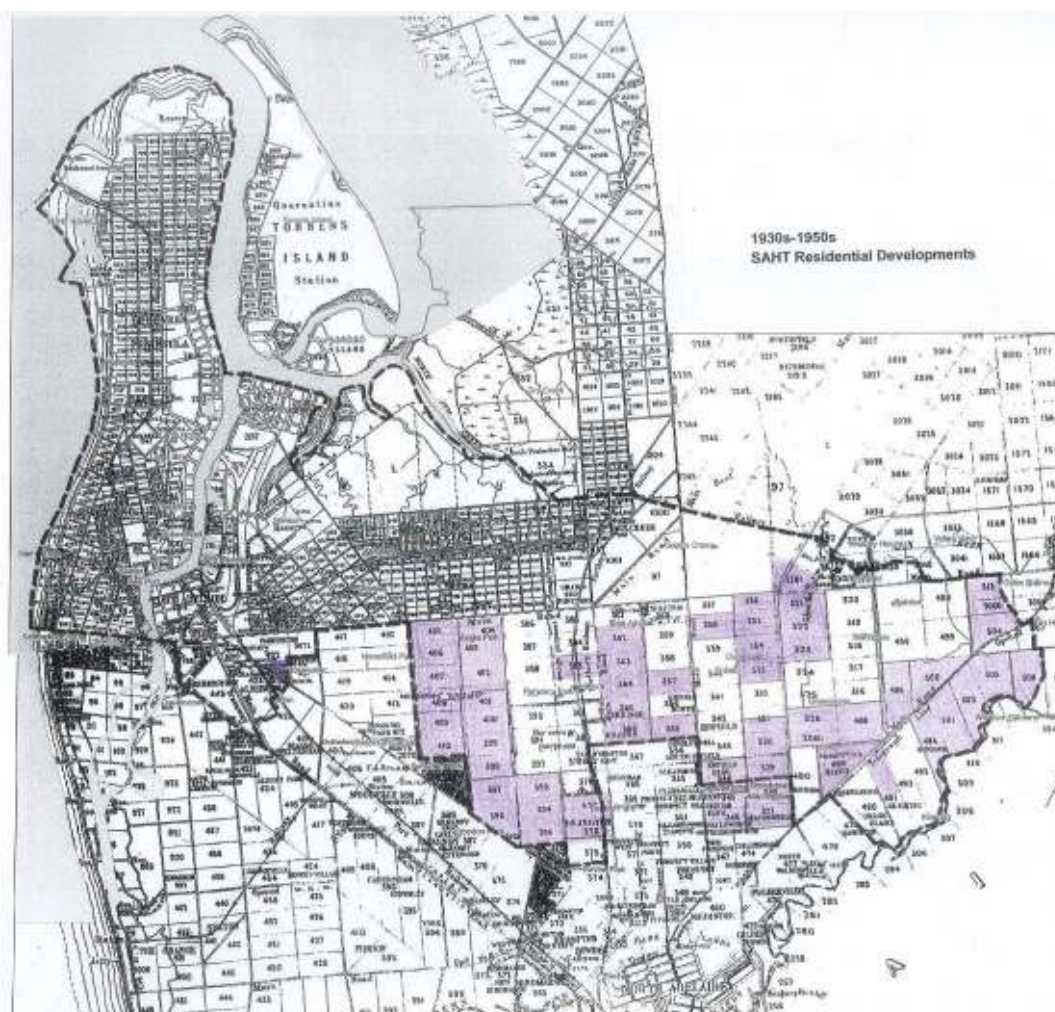
Location of SA Housing Trust development pre and post War

T4.2   Development of Domestic Architecture in Port Adelaide Enfield

T4.2.1 Housing Styles and Scale

Throughout South Australia, there are distinct housing styles which are associated with each period of the state's development. Port Adelaide Enfield contains important individual examples and groups, often related to significant periods of subdivision and development of transport services. Throughout the Council area the full range of housing forms provide a detailed typology of domestic architecture, and also reflect the development of each area clearly.

Very few residences in Port Adelaide Enfield were constructed on large estates of wealthy individuals. It is notable that the eastern parts of the Port Adelaide Enfield Council area contained few large historic residences, reflecting the fact that most of the land was used for farming until the twentieth century. Some early and successful land owners constructed substantial dwellings on their properties, but their numbers were limited by both topography and settlement patterns. In Port Adelaide, pioneer Captain John Hart's 'Glanville Hall', in Semaphore South, was begun in 1856. On the agricultural land of early Enfield, Charles Folland built his residence 'Pine Forest' between 1848 and 1850. This is a modest sized residence but notable for its early date of construction. 'Barton Vale' also in Enfield, began life as a substantial early house in 1850 for Edmund Bowman, but was essentially rebuilt and enlarged in 1880. Captain Osborne built his house Glen Ariff now in Osborne in 1880s? on the Lefevre Peninsula. Some larger suburban residences were constructed along the Esplanade at Semaphore during the 1870s and 1880s and in the Port Adelaide centre, but none were sited in expansive grounds.

Cottages from all periods are still in evidence throughout the Council area including single and double fronted cottages in the closely subdivided areas of early suburbs around Port Adelaide, and remnant cottages from early settlement in the Enfield area remain in places such as Dry Creek.

The larger, but still modest houses, described as 'villas' can be seen in groupings along Semaphore Road and the Esplanade seafront arrangement, and these were constructed on allotments of subdivided Sections throughout the 1870s and 1880s. The form of these houses occasionally extended to be attached terraces such as Bute Terraces in Semaphore.

A significant type of worker housing was constructed, mainly by speculative investors, on the eastern side of Lefevre Peninsula during the period 1905-1915. Small, low cost timber framed cottages clad in corrugated iron and pressed metal, or weatherboards and incised timber block panels, were constructed in large numbers in areas of Birkenhead, Peterhead and the eastern parts of Largs Bay at this time. This was closely linked to the growth of employment in the industries established on the harbor blocks along the western bank of the Port River. Some of these houses in the Woolstores area are currently included in the Council's Heritage Schedule

The period from 1915 to 1927 saw clusters of significant typical residences of that period erected in the new subdivisions across Enfield, drawn up by the town planners of the day. The planning layout reflected the implementation of 'Garden Suburb' principles, and areas in Clearview, Hampstead Gardens and Broadview are indicative of this. Houses of this period reflected the fashions of the time. Pre-WW1 houses were derived from Queen Anne idiom and post-WW1 houses were mainly bungalows and Tudor revival styles.

The form of housing constructed by the South Australian Housing Trust, established in 1937, varied according to the pressure for immediate provision of housing, but initially was brick housing in Croydon Park, Rosewater and other areas during the immediate pre-war period. After the Second World War the immigration social change and post War redevelopment required faster and more easily constructed residences, and during the 1950s a whole series of British and German pre-fabricated houses were erected in the Klemzig, Gilles Plains, Hillcrest and Northfield areas. These houses have distinctive 'modern' form.

T4.2.2 Materials and Sources

The type of building materials used in housing in Port Adelaide Enfield necessarily reflected the availability of these materials. No major quarries were located along the coastal belt but the plains in the west produced good building stone - Yatala prison was located close to a quarry and built from the stone raised from it.

Early stone cottages, using stone which was brought in from quarries to the west remain in the Semaphore area and weatherboard houses from the 1860s in Glanville and Ethelton are significant. Little early housing remains in the Enfield area, as it was associated with farming activity replaced with later residential development.

Groupings of houses constructed of timber frame with corrugated iron or other profile cladding remain from the 1885 to 1914 Depression era and are a clear indication of the economic conditions of the time. Weatherboard cottages from the 1860s remain in Glanville/Ethelton. A substantial 'tin town' sits in the Woolstores precinct.

The use of Victorian basalt, ballast from cargo ships, does not seem to have been used for residential buildings, and is only visible on commercial buildings in the Port area. One building notable for the use of this stone is the former gymnasium on Cannon St, Port Adelaide.

TYPES OF BUILDINGS/PLACES
Areas delineated as HCZs which contain consistent contemporaneous housing development of the same style and period. [Note - many houses scheduled as contributory to heritage value of area.]

Individual examples and groups of all major periods, types and styles of housing identified.

[Refer also to Appendix 6 - Housing Typology]

THEME 5:   BUILDING PORT ADELAIDE ENFIELD'S COMMERCIAL BASE

The commercial functions of Port Adelaide Enfield are based on a range of activities. General commercial and retail endeavours in the Port Adelaide Enfield area form an important part of this theme, but the commerce associated with the Port and the provisions of materials and supplies to maritime activities is highly significant. Other commercial providers such as banks, hotels, restaurants and tourist based commercial activities are also notable.

T5.1   Port Activities

The port for Adelaide developed in parallel with the city, right from the beginning of settlement. In the section on Port Adelaide in the 1908 *Cyclopedia of South Australia* it was stated that 'the chief port must be ranked in importance and general influence'. The Government customs service was based in Port Adelaide, and government workshops were developed at Glanville.

The earliest commercial activities in the area were associated with the development of port facilities for the State. There was a whole range of associated commerce which went with shipping including shipbuilding and repairs, sailmaking, warehousing, bond stores, ship's chandlers and other businesses serving the need of shipping, sailors and port workers.

Fletcher' slipway for shipping repairs was in operation on the west bank of the river by 1851 and Samuel Jenkins established his shipwright business downstream from Fletcher. Other smaller yards proliferated on this stretch of the river as the port developed, but little remains of this early period of activity. Government shipyards were also located here but these will be incorporated into new residential development. Sailmakers of course were an important group in the days of sailing ships. William Russell Sailmakers was one such firm which flourished from the 1850s. The main sailmaking firm which has continued to the present day is that of Quin's who established in St Vincent Street and maintained their rope making facilities in a large warehouse in Kyle Place. Chandlers were located in warehouses close to the waterfront (and some of these are also included within the State Heritage Area).

Shipbuilding continued along the port River, particularly in the Osborne area during the 1920s with the development of the Poole and Steele shipyards. The introduction of containerisation in the 1960s had a major impact on the Port, changing cargo handling methods and significantly reducing the size of the local workforce. Buildings and wharf sheds previously used as warehousing and servicing maritime activities were made redundant by this change.

Some evidence of these early enterprises remain within the State Heritage Area, particularly activities like Weman's Sailmaking establishment, but almost all of the waterfront wharf sheds, both inside and outside the boundary of the State Heritage Area, have been demolished.

Letterhead of Fletcher's Slipway 1870s
[Source: SLSA B3896]

TYPES OF BUILDINGS/PLACES
Slipways,
Wharf sheds, woolstores, bond stores

T5.2   Retail Facilities

Throughout the area local corner shops and clusters of shops which were associated with villages and main streets grew up to service the community and immediate residents around them. This is evidenced by the retention of a number of buildings which served as early shops within densely settled residential areas, particularly in Port Adelaide and on Lefevre Peninsula and although there seems to be very little of the early retail facilities associated with villages in Enfield such as Enfield Village and Klemzig remaining.

Until the 1950's Port Adelaide was the largest shopping district outside of the city itself. As cargo handling methods changed from the 1960s and the workforce in the area declined, as well as burgeoning competition from newer regional shopping centres, the retail base of Port Adelaide fell into a general decline. Retail activities in the Enfield area developed along the main roads out of the city as linear shopping strips.

TYPES OF BUILDINGS/PLACES
Shops, corner shops, 'main street' strips of commercial activity, shops in 1930s-50s housing developments.

St Vincent Street, Port Adelaide, c1880
[Source: SLSA B4480]

T5.3   Financial Services

As a commercial port, Port Adelaide attracted branches of all major banks starting with the Union Bank in 1859. Most of the bank buildings were located in the Lipson Street/Divett Street area which now falls within the State Heritage Area and the buildings date from the boom period of the late 1870s and 1880s. Other financial services related to shipping include Customs Agents and Insurance Companies, and again most were located in the area closest to the wharves, and now incorporated in the State Heritage Area.

TYPES OF BUILDINGS/PLACES
Offices, banks

T5.4   Hotels

Hotels were a major commercial activity in Port Adelaide particularly, and also at the junction of important transport routes through the area. The earliest recorded hotel was the Port Hotel. It opened in 1838, two years before the new port was officially declared, and was probably located at the Old Port. In the 1840s there were a large number of hotels or taverns trading within the Port Adelaide Enfield Council district. One of the earliest was the OG Hotel in Klemzig, and also the Alberton Hotel along the Port Road. By the 1850s hotels had established themselves in significant locations, these included the Gepps Cross Hotel, the Lord Exmouth Hotel in Exeter, the Portland Hotel on Port Road, The Prince of Wales Hotel in Queenstown, the Semaphore Hotel and the Federal Hotel in Semaphore. By the 1880s new hotels were associated with newly developing residential areas and these included hotels in Windsor Gardens, Birkenhead, Glanville and Largs.

From 1838 to 1906, sixty differently named hotels had been run on thirty-eight different sites within Port Adelaide. A local opinion poll was held in Port Adelaide and other Adelaide districts in February 1906, on the subject of liquor licensing.   Port Adelaide voters supported the Temperance Party's platform, reducing the number of licences by a third. Fifteen hotels and three wine licences expired on 25 March 1909 and were not renewed. A number of the remaining hotels over time were upgraded including the Prince of Wales Hotel in Queenstown, which although established in 1855 was rebuilt in 1936 in Art Deco style, and also the hotels in Semaphore, particularly the Federal Hotel, were upgraded in the 1920s.

Across Enfield, similarly large numbers of hotels were established at convenient points along the main roads but few remain, apart from the Gepps Cross Hotel, the OG Hotel and the Windsor Hotel. The Hotel Enfield was constructed in 1963, which was a significant architectural element in the Enfield landscape.

TYPES OF BUILDINGS/PLACES
Hotels, beer gardens

British Hotel - then and now

T5.5   Other Commercial Enterprises

Within Port Adelaide Enfield a number of more recent waterfront activities have evolved including those associated with tourism. Often these are based in early structures.

THEME 6:   DEVELOPING PORT ADELAIDE ENFIELD'S PRIMARY PRODUCTION

This theme holds particular significance in relation to the development of the open plains area of Enfield which was surveyed and taken up as farming land from the first days of settlement, in comparison to the densely settled and highly industrial areas of Port Adelaide. This theme also is supported by the content of Theme One: Creating Port Adelaide Enfield's physical environment and context.

Development of agricultural and pastoral activities in Port Adelaide Enfield was focussed on the western part of the council area - within the Hundred of Yatala. The sections were generally cultivated as farm land from the River Torrens to the east, and to the north. The only centre of population in the early years was the village of Enfield on Main North Road, and the small German village at Klemzig. Hay production was important as the ground was generally undulating and the soil, particularly in the Torrens Valley, was extremely fertile. Early maps plot the location of chaff mills across the sections.

Large farming enterprises included the substantial holdings of the Bowman family who built Barton Hall, the Ragless family, the Magarey family and other noted settlers including Charles Folland whose house Pine Forest is on the South Australian Heritage Register, and Thomas Rake who set up a farm known as Olive Farm. Rake was notable for his introduction of the application of super phosphate on pastures. A large section of the northern area around Gepps Cross to the Torrens was known as Beefacres (established by Edward Bagot, but bought by the Hart Brothers originally from Port Adelaide in 1876). The Beefacres Estate was divided and sold off in 1895. The location of the abattoirs at Gepps Cross in 1913 is particularly significant and reflects the early land use in this eastern area.

Most of the undeveloped agricultural land in the former Enfield Council area was purchased by the Housing Trust and other housing developers immediately before and after the Second World War for housing.

In Port Adelaide, fishing was a significant primary industry activity. The evidence of agricultural and pastoral production resides mainly in the construction of warehouses and large stores such as the Elders Woolstores which were located on Santo Parade, the major one being constructed in 1880. After the later Inter War Period additional woolstores were constructed to house the wool from the whole of the State rather than just local producers.

The State Government became involved in the export of agricultural products in 1895 when the Produce Export Depot was established at Ocean Steamer's Wharf as a cold store, and an export office was also established in London to receive the products of South Australian agriculture. Unfortunately this was a short lived operation.

TYPES OF BUILDINGS/PLACES
Farm houses and outbuildings
Chaff sheds
Wells and dams
Early fencing
Wharfs and locations associated with fishing catch loading and unloading

Magarey's Livingstone House (in background) c1900
[Source: SLSA B 55719]

THEME 7:   BUILDING PORT ADELAIDE ENFIELD'S INDUSTRIES AND WORKFORCE

The industrial and manufacturing activities which were carried on in Port Adelaide Enfield form a significant base for other activities. This theme is divided between the industries which were closely tied to the Port area, including flour milling, smelting, sugar refining, oil storage and motor car production, which relied on shipping either for export of products, or in some cases for import of raw materials; and those industries which required larger expanses of isolated land - like the noxious industries which clustered around Dry Creek - leather tanning, bone rendering, soap making, salt extraction works and the production and storage of explosives.

T7.1   Growth of Industries

Much of the industry in Port Adelaide was associated with the port functions right from the beginning and the industries such as milling and smelting and the refineries were linked with the important export of products. One of the earliest constructed flour mills on the Port Adelaide waterfront John Hart's Mill in Mundy Street was built during the 1850s, but ceased to function in 1903.

The large harbour blocks along the Port River were leased or sold to various industrial concerns including in the 1890s the CSR Sugar Refinery 9which had the first reinforced concrete wharf in 1909) and then in the early years of the twentieth century the development of oil storage at Birkenhead (1901 - Shell Oil), the Wallaroo Fertiliser production area and the Adelaide Cement Works consolidated this area as an industrial hub. In the late 1920s additional bulk handling facilities for coal and petrol were built, located well away from the Inner Harbor, in part because of the fatal explosion and fire on SS *City of Singapore.*

The early street directories of the 1940s show the Adelaide and Brighton Cement Company, the Shell Oil Company, Cresco Fertiliser, Caltex Oil Company, Vacum Oil Company, Ford Motors, Wallaroo and Mount Lyall Fertiliser Company, ICI and the two utilities, the Adelaide Electrical Supply Company and the South Australian Gas Company, all located on the large harbour blocks along the western side of the Port River north of Port Adelaide proper, on either side of Victoria Road which was then known as Elder Road. The large blocks of land were leased from the South Australian Harbors Board on 100 year leases from the 1920s so this area has remained essentially industrial since that time despite some parts of the riverfront being subdivided into small sections.

In the open land of Enfield lime kilns and chaff mills were early industrial activities. The area around Dry Creek, which was subdivided but never intensively settled, was associated with the development of noxious industries such as the leather industry, bone boiling down works, soap production, salt pans and also explosives.

After the First World War soap works at Dry Creek were developed by Burfords, based in the same location as the early smelting works. On the Lefevre Peninsula in this period the Osborne Shipyards and Power Station were developed in the 1920s. There was one early attempt to develop brickworks at Taperoo at the beginning of the First World War, but this did not continue long.

Before 1930 the car industry had established itself in Port Adelaide with GMH at Birkenhead and the Ford Motor Company works on the western side of the river. (Hardy's bought the Ford plant in 1946.) Some industrial development occurred in the Enfield area also with the development of an Industrial Precinct in Dudley Park with Beckers (Bex painkillers), Simpsons and British Tube Mills all established in that area. In addition the industrial focus on the Railway Workshops at Islington which had begun in the 1880s was also significant.

One important additional industry in Port Adelaide was the manufacture of paints in the eastern section of Lipson Street. This was first established as Vosz Paints, and the first factory was erected in 1907 on Lipson Street. The paint company was the first to provide a premixed paint product under the brand name Vosco and this factory mass produced paint for the Australian market. The company was taken over by Clarksons Limited in 1915 and then British Australian Lead Manufacturers bought the paint company in 1918. The company was significant in producing lacquers entitled Duco for the car industry which had developed on the Port River

(GMH and Ford) and the Duco factory building which was constructed in 1939 is on the State Heritage Register, but the main part of the paint factory has been demolished and the site decontaminated. The factory was a major example of functionalist style in the immediate post Second World War period in South Australia. The 1906-7 Vosz Paint Factory remains and has been converted to residential use. In addition to Dulux, Taubman's Paints opened a paint factory in Victoria Road in 1950.

Within the Port Centre, there are only remnants of the large buildings associated with timber milling and flour milling. John Hart's Mill, which still stands on Mundy Street, was constructed in 1854-55 and was the largest Mill in the colony at that time. It became part of the Adelaide Milling Company which was a merger of a number of flour milling groups in 1882 including John Dunn's flour milling group which had a mill at Commercial Wharf which was demolished in 1960. The Western Milling Company in Leadenhall Street in the Port Centre was established in 1880 and the building it still occupies incorporates part of earlier milling concerns including Harrisons and William Thomas and Company. This is the only remaining active mill in Port Adelaide today.

As a direct result of copper mining at Burra, the English & Australian Copper Company established a large smelter on the waterfront in 1861. It smelted the copper from Burra until the mine closed in 1877 and then continued smelting other ores until 1884 and after a period of intermittent activity closed in 1912. The byproduct of smelting, the slag, was used for land reclamation around Port Adelaide. There are no remnants of the large smelter at the Copper Company Wharf today. There was an additional small smelter for two years from 1849 until 1851 in Rosewater when the Adelaide Smelting Company established a small smelter in that location, but it was too far from the Port and closed with the Gold Rush in the early 1850s. The establishment of Broken Hill Mines led to the construction of two smelters by Broken Hill companies in the 1890s further downstream on the River, but these closed in the early 1900s and both have been demolished and all evidence removed.

The Adelaide Cement Company (now the Adelaide Brighton Cement Company) constructed the Portland Cement Works at Birkenhead in 1914, processing limestone shipped across Spencer's Gulf.

The other major industry in Port Adelaide was the timber industry and large timber yards were constructed early in the settlement, some at the eastern end of the Port (the New Dock) and others along Commercial Road and the lower stretch of Port Road. Evidence of size of the early timber industry is the location of the log pool in the upper reaches of the Port River south of the Cable Company Wharf. There are some timber piles in the River which show the boundary of this area where logs were stored in the water and dragged ashore as required.

As noted in Theme 5.1, with the build-up to the Second World War, ship building and repairs were important at the port, and industry became more concentrated in Birkenhead and Osborne.

TYPES OF BUILDINGS/PLACES
Flour mills, Timber yards
Oil storage tanks, Paint industry buildings, Car manufacturing and assembly factories [GMH floor]

Adelaide Cement Works c1920
[Source: SLSA B28726}

T7.2   Workforce

Waterside workers at Port Adelaide constituted the largest and most organised group in the Port Adelaide Enfield area. The Port Adelaide Working Men's Association, set up in 1872, was the forerunner of a number of associations and unions aimed at improving the lot of waterside workers. The Waterside Workers Federation amalgamated with earlier groups and as a national union, could negotiate federal awards for its members. The WWF hall in Nile Street Port Adelaide also had muster sheds behind, reflecting the working systems of the docks.

During the 1920s-30s Depression there were a number of labour-related incidents in Port Adelaide. In 1929, a Waterside Workers march in Port Adelaide developed into a serious battle with police, and the 1931 the Beef Riots, the largest demonstration during the depression, began as a march from Port Adelaide to Adelaide protesting against the withdrawal of meat from rations for the unemployed, many of whom were waterside workers.

TYPES OF BUILDINGS/PLACES
Assembly buildings/points
Union halls and offices

Labour Day Parade, Port Adelaide 1937
[Source: SLSA B10020]

THEME 8: PROVIDING HEALTH AND WELFARE SERVICES TO PORT ADELAIDE ENFIELD

Ensuring the health and welfare of any community is an essential role for both state and local governments. This theme is one which is general across all settled areas, and in Port Adelaide Enfield it relates to the provision of water supply and drainage, hospital facilities, individual doctors and clinics and social welfare services including the Aboriginal Boy's Home and other such welfare arrangements.

T8.1 Water Supply and Sewage

The water supply to Port Adelaide was provided by private suppliers until the Thorndon Park Reservoir (established in 1866) was piped to the area. The low pressure was improved with the opening of the North Adelaide supplementary tank in 1879 and also at that time the Semaphore Water Tower was constructed to improve the reticulated water pressure on the Lefevre Peninsula. Water supply at Enfield in these early years was ??

The piped sewage system was first opened in 1917 in the Port Adelaide, Portland, Alberton and Queenstown area, but the sewage was untreated and discharged into the Port River. A typhoid epidemic in the 1930s caused by untreated sewage led to the establishment of the Port Adelaide Sludge Treatment Plant in 1935.

The tidal nature and flooding of much the areas along the Port River caused considerable health issues for the Council until embankments were installed, particularly the Portland/Tam O'Shanter Creek area.

TYPES OF BUILDINGS/PLACES
Water towers, pumping house
Sewage treatment works, vent pipes
External privies, public toilets

T8.2 Public Health and Medical Services

In the early years of settlement there were no formal public hospitals in either the Port Adelaide or Enfield areas, as it was felt that the hospitals in Adelaide were close enough, but State Government Medical Officers were appointed for the region and a casualty hospital (intended only for emergencies) was opened in 1862 next to the Port Adelaide Police Station. This was expanded in 1884 and served essentially as a public hospital for the Port Adelaide region. Private hospitals were established across the area, most notably in 1874 the St Margaret's Convalescent Hospital in Semaphore South. Individual doctors themselves established surgeries with some hospital bed facilities such as that of Dr(s) Bollen at Waranilla in Semaphore Road, which was constructed in 1895.

The District Councils were responsible for public health generally, through the provision of rubbish collection and review of housing standards across the settled areas. In 1909 there was a major health scare in Port Adelaide with the outbreak of bubonic plague, exacerbated by the number of rats breeding in the rubbish dumped in swampy land at the head of the river. Council countered this with a bounty of 6d for every dead rat produced. There were however, still large areas of tidal swampy land around the areas upstream of the Port Canal into the 1930s. People dumped rubbish in this wasteland exacerbating rat infestation problems for Port Adelaide Council. Enfield Council continued to deal with the issues associated with the toxic industries around Dry Creek in the inter-war period.

The opening of the State government hospital facilities in the Enfield area in the 1920s expanded the medical services in the area, and served the whole state. (Refer Theme 3)

TYPES OF BUILDINGS/PLACES
Hospitals, clinics, 'lying-in' hospitals
Doctor's surgeries

T8.3   Welfare Services

Associated particularly with the port, organisations were established provided social facilities and other assistance to sailors in the port.   These were developed because of the long breaks between arriving and departing from Port Adelaide.   During this time the mariners were unemployed and had to support themselves as best they could until they found another berth and work on another ship.   There were frequent strikes during the 1890s and early 1900s which meant that many men would be stranded in port for months with little income or support so Missions to Seamen were a significant service at that time.   There are a large range of organisations providing this service including the Anglican Missions to Seamen, the Lakeman Institute at Outer Harbor, the British Sailors Society and the Prince Alfred Sailors' Home. Almost no physical reminder remains of the facilities that were provided by these organisations. The Outer Harbor Missions to Seamen was closed in the 1970s and other Mission buildings were sold or removed from the port area.

Mothers and Babies clinics were established across Port Adelaide and Enfield during the late 1920s, and baby bags were distributed to mothers during the following years of economic hardship. One branch of the MBHA was even set up in the Outer Harbor Missions hut in the 1920s to assist migrant women with the care of their babies.

During the Second World War a 'Cheer Up Hut' was established in the Council banqueting rooms (in 1940) and in combination with the facilities of the Port Adelaide Institute they provided meals, company, entertainment and social support for many thousands of grateful service personnel.

Other philanthropic charities were also active in the area. St Francis Boys' Home for Aboriginal boys was established in Glanville Hall in 1946 (and one notable student was Charles Perkins).

Meals on Wheels, which provides sustenance for home-bound, usually elderly, people, set up its first kitchen in Port Adelaide in 1954 in a donated Nissan hut, installed in Langham Place, Portland Estate. This has been replaced with more permanent premises.

TYPES OF BUILDINGS/PLACES
Missions, 'homes'
MBHA clinics
Charity kitchens

Opening Meals on Wheels 1954
[Source: SLSA B29129]

THEME 9:   EDUCATING PORT ADELAIDE ENFIELD'S PEOPLE

This theme is one which is general across all communities, and within Port Adelaide Enfield it encompasses the development of private schools which were then replaced or augmented by public schools after the passing of the Education Act in 1875, the development of tertiary educational facilities, the establishment of Institutes including the Maritime Institute in Port Adelaide and other facilities which provided education within the Council area.

T9.1   Schools and Colleges

The area was typically well served by small private schools up until the passing of the 1875 Education Act when some of these larger private schools were converted into public schools. The Port Adelaide Primary School was first established in the 1860s and in 1863 the Lefevre Peninsula Primary School was also created with some measure of Government control. However, after the passing of the Education Act these became public schools. Also in 1869 St Joseph's School associated with St Mary's Church was established in Dale Street, Port Adelaide, and this was the first of the Josephine Schools associated with Saint Mary MacKillop. The Alberton Primary School was established in 1892 actually in Queenstown.

The first primary school in the Enfield area was the Gilles Plains Primary School which was first established in 1901 and it was supplemented by the Kilburn (Chicago) Primary School opened in 1914.

By 1907 the population on the Lefevre Peninsula required the expansion of the schools there and in 1910 a High School section was added to the Lefevre Peninsula Primary School. However, this secondary section was transferred to Woodville in 1915. With the growth and population on the Peninsula particularly additional primary schools such as the Largs Bay Primary School were opened in the 1920s. It was not until after the Second World War that additional schools were opened in the Enfield area, beginning with the Blair Athol Primary School in 1947, Hillcrest Primary School in 1953 and Hampstead Primary School in 1956. In addition in 1956 the Gepps Cross Girls High School was opened and then the Croydon Park Primary School was opened in 1959.

In the Port Adelaide area the Taperoo Primary School which was opened in 1953 was expanded to include secondary students in 1962 and this was then converted into Oceanview College which served both primary and secondary intake.

In the 1980s the TAFE tertiary level education was first established in Port Adelaide, on a site close to the waterfront near the WWF Hall.

TYPES OF BUILDINGS/PLACES
Schools - primary and secondary,
Maritime colleges
Kindergartens
Child care centres

T9.2   Institutes

The Port Adelaide Mechanics Institute, which began in 1859, after two earlier attempts, was a major part of the educational facilities in the area. It expanded over time and in 1876 moved into the purpose built edifice on the corner of Commercial Road and Nile Street. A substantial Institute building (later was used as Semaphore Town Hall) was also opened in Semaphore in 1884, and when the two combined in 1900, the Port Adelaide Institute was second only to the North Terrace Institute.
In addition various educational facilities for maritime activities including the Maritime Institute were available in Port Adelaide.

TYPES OF BUILDINGS/PLACES
Institute buildings

Semaphore Institute c1937
[Source: SLSA B23623]

THEME 10:   CONNECTING PORT ADELAIDE ENFIELD TO SA AND BEYOND

With any developing area its links with its capital city, hinterland and external places are all important. All communities require links between themselves and other communities, particularly with their capital cities and centres of government. Port Adelaide was specially placed to provide post and telegraph offices, and maritime communications facilities at the Port. The area was criss-crossed by roads which provided access from Port Adelaide Enfield to the mines to the north and the river to the east. The development of Outer Harbor and other transport facilities including trains and tram services are also significant as ways of connecting settlements within the region and beyond.

T10.1   Post and Telegraph Communications

The most notable piece of the early South Australian communications system in Port Adelaide Enfield is the Time Ball Tower at Semaphore. It was part of a signal station that was erected at the corner of the Esplanade and Semaphore Road. There was initially a tall flagstaff, so arriving ships could be informed of the state of the tide within the river to enable them to approach Port Adelaide proper. This was also the place where ships picked up pilots to take them into the Port. In 1875 the Time Ball Tower was constructed to provide accurate time signals for ships to set their chronometers and thus calculate longitude. With suburban development the Time Ball Tower was not visible from Port Adelaide, but a second Time Ball Tower was not erected until 1920 on the Harbors Board Offices in McLaren Parade (which have since been demolished).

There were postal services available from the beginning of settlement and the first post office in Port Adelaide was opened in 1839, with a new office constructed on North Parade in 1848. The first telegraph line between Adelaide and the port was functioning by 1856. A substantial post and telegraph office was constructed on North Parade in 1866. Post and Telegraph Offices were opened throughout the area and in 1881 the Semaphore Post and Telegraph Office was constructed replacing an early timber structure. The Gepps Cross Post Office at the junction of Main North Road and Port Wakefield Road was opened in 1883, but previous to this informal postal services had been available throughout the area. The Largs Bay Post Office was established in 1885 after the Largs Pier was constructed in 1882 and the Dry Creek Post Office replaced an earlier one in 1912. Other suburbs had postal services provided at shops or houses in the area, managed by an appointed post master or mistress.

TYPES OF BUILDINGS/PLACES
Time ball tower, flagstaffs
Post and telegraph offices

Newspapers
Port Adelaide did have a series of private small newspapers, but *The Advertiser* established an office in Divett Street until 1968. One of the early newspapers was the Port Adelaide News and Shipping Gazette which was first printed in 1878.

TYPES OF BUILDINGS/PLACES
Newspaper offices, newsstands

T10.2   Transportation

The **roads** which serviced the Port Adelaide and Enfield areas were those established early in the surveying of the new colony. There is much documentation on the poor state of the first roads, and conditions improved only slowly. The main ones through the area include Main North Road, Port Road and Grand Junction Road linking east to west. An important junction point for Main North Road and Grand Junction Road was Gepps Cross. It was at this point that Main North Road veered north east towards the Murray River, while the Port Wakefield Road headed north to Burra and other mining locations.

Port Road retains its central plantation first set aside as a canal to link port and city.

In order to overcome the difficulties of travelling to the port along the unreliable surface of Port Road, the **railway** from the City to Port Adelaide was opened in 1856, and after passing through Alberton, initially terminated at the Port Dock Station,. A branch line from Port Adelaide to the North Arm, was initially proposed, and the railway reserve for this is still visible on early Hundred of Port Adelaide maps. It was not constructed because of economic constraints at the time, but in 1866 the railway was extended eastwards from Port Adelaide through Dry Creek and then on to Gawler. From Port Adelaide centre, the railway was extended across to the Lefevre Peninsula to Glanville and on to Semaphore in 1878, after the opening of the Jervois Bridge which allowed both rail and road transport into the area.

The period 1908-9 was a notable time of expansion of rail services provided by SA Railways, with new links and bridges constructed. A privately owned rail line, opened in 1882, ran from Glanville to Larg's Bay, for a large part down the middle of Mead Street (then known as Gurney Terrace). This line was taken over by SA Railways in 1891, and on land purchased to the west of Mead Street, the line was relaid in 1910-11 as a double line from Glanville to Largs Bay. The Commercial Road to Glanville railway link was opened in 1916 with the construction of a dedicated rail bridge across the Port River, and the Ethelton Railway Station was constructed on that line. The large railway viaduct across Commercial Road and the new Port Adelaide station meant that the Port Dock Railway Station was less used for passenger traffic after that time. The Semaphore/Largs line was continued up to Outer Harbor in 1916, and these links allowed both residential and industrial development to increase on the peninsula. A parallel rail line up the eastern side of LeFevre Peninsula (Elder Road) was opened in the 1940s to service the industrial concerns along the river.

Rail transport through the eastern section of Council was confined to the main line north from Adelaide to Gawler, and this proved a barrier to travel across the area as there were few crossings appropriate for stock or large horse drawn wagons.

[The SA Railway Workshops in Islington are covered under Theme 3]

Ferries
The "Port Adelaide and Le Fevre Peninsula Ferry Co" began operations in 1877, ferrying passengers from the end of Commercial road to the other side of the river. The ferry stopped operating in 1943, once the Birkenhead Bridge was opened.

The ferry landing on McLaren Wharf in 1925
[Source: SLSA B9531]

Horse trams

To service the numerous stores and warehouses, many railway lines were built around the wharf areas, along streets, and connecting to the main lines from Adelaide. A horse tram line was constructed from Port Adelaide to Albert Park in 1879. This line was built in 1,600 mm (5ft 3in) broad gauge to accommodate steam locomotives. Some of the line was raised on embankments to avoid swampy ground and flooding. The line used horse trams until 1914, when conversion to electric operation began; it reopened on 3 April 1917. From 1917 until its closure in 1935, the Port Adelaide tram system was not connected to the rest of Adelaide's light rail network.

Enfield was served by a series of tramway companies from the 1880s. Horse trams proved a new market for the products of the wheat and chaff farmers of the Enfield plains. The existing tram services were electrified in 1909 and became part of the metropolitan tramways system.

Road bridges were important in the early years of the Port Adelaide settlement to enable wheeled transport to cross creeks and swampy areas. A timber bridge first crossed the river at the end of St Vincent St, then in 1878 the iron swing bridge in the same position was named the Jervois Bridge. It allowed both rail and road traffic to access the LeFevre Peninsula. It was replaced with a fixed bridge in 1969, when there was no longer a need for small boats to pass up river.

The most significant bridge in Port Adelaide was the 1940 Birkenhead Bridge which allowed for heavy road traffic up the eastern side of the peninsula. This was a double bascule opening bridge so the maritime traffic on the river could continue into the Port Reach. It was the first of its type in Australia.

Air transport was not a significant element of communications in Port Adelaide Enfield, although after the First World War there was a small aerodrome in Northfield run by Harry Butler, where Sir Ross and Keith Smith landed in March, 1920, after their prize-winning flight from London to Darwin. This remained open space for many years, as part of the Northfield Hospital grounds, but has now been developed as housing.

TYPES OF BUILDINGS/PLACES
Roadways and patterns
Railway tracks, stations, crossings, signals and boxes, viaducts, crossovers/walkways
Tram tracks, shelters
Ferry landings
Bridges - railway, river, opening, fixed

T10.3 Shipping

The piers, jetties, sections of the port and canals which were developed over time were an essential part of Port Adelaide's function. Initially these port facilities were privately owned, but with the establishment of the Harbors Board these were taken over by the State Government.

In addition to being the main South Australian import and export depot, Port Adelaide was the home port for a domestic network of gulf shipping routes between coastal ports, mainly using ketches.

The other significant construction for shipping was the development of Outer Harbor from 1908 onwards. This allowed for larger vessels and passenger transport to dock at the seafront and not have to negotiate the increasingly difficult narrow reaches of the Port River.

McLaren Wharf, at the end of Commercial Road, was the first wharf built in the New Port by the South Australian Company in 1840. The government built Queen's Wharf to the south. After McLaren and Queen's Wharf were built, more wharves swiftly followed. North Parade Wharf extended west from the site of the much later Birkenhead Bridge; this extended around the river as the Coal Wharf, the Port Wharf and Prince's Wharf. Levi's Wharf was constructed opposite McLaren Wharf in 1854. During the 1860s wharves continued to be added as the port

continually expanded: either side of what is now the Jervois Bridge were the English and Australian Copper Company's wharf and the Corporation Wharf. The Cable Company and Colonial Sugar Refinery's wharves were opposite. Darling's Wharf was opposite Queen's Wharf and around the corner, downstream was the large Birkenhead Wharf.

Many of these early wharfs were removed or disappeared in the 1930s when the Port Adelaide wharves underwent a significant reconstruction program, changing the face of the waterfront. More recently, redevelopment has taken away the remaining elements of industrial wharfs.
[Refer: Port Adelaide Cultural Mapping report Mar 2012]

TYPES OF BUILDINGS/PLACES
Piers, jetties, canals, wharfs

THEME 11   BUILDING COMMUNITY LIFE

The theme of building community life is necessarily a broad one which covers the areas of recreation and religious and community services within the area. It is also an extremely significant part of the development of any community. Port Adelaide Enfield developed a range of cultural and creative enterprises which provided the population with such facilities as libraries, museums, parks, sporting facilities, club rooms and band rotundas. The coastline of Port Adelaide provided sailing clubs and marinas, seaside facilities and kiosks and fun fairs for community entertainment. As time progressed, migration created a very culturally diverse population in modern Port Adelaide Enfield. Religious facilities were developed through the establishment of parishes and dissemination of various denominational groups who all constructed churches, halls and other facilities. The funeral parlours and cemeteries which are associated with death and memorialisation of members of the community also form part of the story of a society.

T11.1   Cultural and Creative Life

The cultural life of Port Adelaide Enfield was necessarily initially focussed on theatres, cinemas, libraries and museums. The first theatre which was constructed in Port Adelaide was George Coppin's theatre in his White Horse Inn in the early 1850s. This was located in what is now known as the Central Buildings and Coppin also had created entertainment facilities at Semaphore. The other main focus for entertainment came later, with the construction of cinemas for both silent and talking pictures (movies). These were begun after the First World War: the Port Adelaide Ozone Theatre was opened in 1919. Other examples of this are the 1920 Wondergraph Theatre in Semaphore Road, Semaphore, and the 1924 Alberton Ozone Theatre. The Port Adelaide Library associated with the Institute and the Maritime Museum are also important parts of Port Adelaide cultural life, for both local residents and tourists.

TYPES OF BUILDINGS/PLACES
Libraries, museums, theatres, cinemas, galleries
Outdoor theatres, sites

Ozone Theatre, Port Adelaide 1919
[Source: SLSA B5517]

T11.2   Recreation and Sport

The recreational facilities associated with the seaside and the river were important to the development of the community life in Port Adelaide with the construction of the piers at Semaphore and Largs which attracted a range of activities such as the Semaphore Jetty baths in

1888 and the opportunity to appreciate the ocean views along the Esplanade between Largs and Semaphore, which although it was a sandy track, linked the two areas in 1884.

By the 1920s there were swimming clubs in the Port River, the Port Dock and the Portland Canal which were also important sporting facilities and interests. Also along the beachfront the Palais was constructed in 1922 for dancing and other social activities, and the first carousel was erected in 1928 at Semaphore as a permanent fun fair attraction with its kiosks.

The Port Adelaide Rowing Club was established in 1870 and it remains as one of the oldest in Australia. Port Adelaide Sailing Club was founded in 1897 with a meeting at the Ship Inn.

Football has always been an important recreational activity in the area. The Port Adelaide Football Club held its first game in 1870 on the area known as Buck's Flat next to John Hart's house Glanville hall. The club moved to Alberton in 1881, and the oval was leased from the Alberton and Rosewater District Council. In Enfield there has been a soccer club since immediately after WW2, Enfield City.

Semaphore foreshore carnival 1927
[Source: SLSA B2436]

Semaphore and Largs were the destination for a number of companies who provided holiday camps for their workers. The first trip to Semaphore from the Burra mines was in 1922, and Draper was the site of a large fixed camp for BHP workers from Broken Hill both before and after the Second World War. E&WS employees used the site of the Semaphore water tower as a holiday camp during the Depression.

In 1970 the Parks Community Centre was established to serve the area of SA Housing Trust housing known as the Parks.

TYPES OF BUILDINGS/PLACES
Ovals, grandstands
Yacht clubs, boat ramps, swimming baths, shelters, kiosks
Entertainment venues

T11.3 Religious Facilities

The construction of churches was one of the earliest actions of early settlers and the first Roman Catholic and Anglican Churches in Port Adelaide were constructed in the 1840s. The Enfield community constructed St Clements in 1856. and other denominations including St Georges Anglican Church, the Alberton Methodist Church and the Alberton Baptist Church were all constructed in the period between 1850 and 1865 in that suburb. As the population grew the number of churches and chapels throughout the area increased with the usual denominational spread between the Baptists, Methodists, Anglicans and Catholics. With post war immigration, migrant groups, such as the Greek Orthodox, built new churches for their congregations.

The subdivision of formerly farming sections and the increase in population in the Enfield area meant that there were a greater number of churches constructed there during the late 1920s and early 1930s.

Community halls were a useful asset which provided facilities for social gatherings in neighbourhoods. Some of these halls were dedicated as memorials to war service; Semaphore Town Hall became a Soldier's Memorial Hall in 1919. Also the 1925 Soldier's Memorial Clock on the Esplanade at Semaphore was an important form of commemoration of war service within the area.

Buildings to house religious orders did not feature largely in the historic built fabric of Port Adelaide Enfield, but in more recent times the Kilburn Convent was built adjacent to St Brigid's Catholic Church, Kilburn in 1947.

The provision of funeral parlours and cemeteries to serve the community at the end of life are scattered throughout the Council. Early cemeteries which no longer function include the early Pioneer Lutheran Cemetery at Klemzig, a State listed place, and the Pioneer Memorial Park in Enfield. The Dudley Park Cemetery, based on the early subdivision of Islington, and the Enfield Cemetery, established in 1946 and planned by the assistant Government architect as the first lawn cemetery in Australia, still function.

Many residents of Port Adelaide were buried in the Cheltenham cemetery along Port Road, and now in Charles Sturt Council area.

TYPES OF BUILDINGS/PLACES
Churches, halls, convents
Funeral parlours
Cemeteries

St Clements, Enfield c1890
[Source: SLSA B676]

3.0   ALLOCATION AND REPRESENTATION OF THEMES

3.1   Analysis of Representation of Themes by Current Listed Places

The eleven themes which reflect the historical development of Port Adelaide Enfield are represented by places within the Council area. These provide the physical evidence of the story of the municipality. Some (such as Theme 4: Living in PAE) have certain periods of history and residential architecture well represented by the listing of individual houses and by the delineation of significant historic residential areas within the Historic Conservation Area in the Development Plan. Other themes are not represented by large numbers of places - either because there were few places constructed which were related to the activities or because many of the places which provided evidence of the theme no longer exist. Despite the obvious importance of individual themes (such as Theme 7: Building PAE's Industries and Workforce), true representation of the historically basis of some of them is difficult because of change, redevelopment and demolition.

[Refer graphs of representation following]

Analysis

1.0   Creating Port Adelaide Enfield's Physical Environment and Context

There is little representation of the natural environment or landscape currently. It is difficult to maintain evidence of the original environment of a metropolitan area such as PAE, although this is partly addressed in the delineation of the Conservation Zone which encompasses Folland Park and R B Connolly Reserve, and also environmental protection provisions for Coastal Areas in the Development Plan. Further consideration could be given to identifying significant cultural landscapes which are part of the story of Port Adelaide Enfield's development. R B Connolly Reserve is not listed as a heritage place. The remaining palm and pine avenues (including Commercial Road and Lady Gowrie Drive) identified as significant in 1989 could be included on the Local schedule.

2.0   Governing Port Adelaide Enfield

This theme is represented by the listing of most of the still existing Council Chambers within the Port Adelaide Enfield area. Many of these have been demolished or changed. Council depots, yards and work areas are not represented.
Port governance is not directly represented as the Harbors Board Offices have been demolished. Law and order is represented by the Police Station and Court House within the State Heritage Area. Water Police Stations are not represented.
Defence is represented with the listing of Fort Largs on the State Heritage Register, and there are no other specifically defence places within Port Adelaide Enfield.
Fire protection is represented only by the Semaphore Fire Station, the Port Adelaide Fire Station has been demolished. There is no representation of Fire Boats.
Representation of the history of the Provision of Utilities within the area is not well represented because of the evolution of systems and the removal of equipment which has become redundant. All gasometers have been removed, the early electric power station was demolished and the Osborne Power Station is now off line. The representation of this theme should be reassessed.

3.0   Establishing Port Adelaide Enfield's State-Based Institutions

The activities of the State Government within Port Adelaide Enfield have been covered in detail and are well represented, with the most significant included in the SA Heritage Register. Complex sites such as the Abattoirs and Islington Railway workshops have had the most obvious elements identified and listed. A recommendation to assess each complex site in greater detail to be undertaken as resources permit should be made to the State Heritage Unit. This would determine if there are additional elements on each site which would be better protected by individual listing - either as state or local places, depending on the level of heritage value. This also applies to the places within the State Heritage Area of the port itself.

4.0   Living in Port Adelaide Enfield

Because housing is the most prolific building type in any local government area, this theme is usually well represented by the listing of individual houses and also housing types. In PAE, very few early 20th century and later houses have been individually included in the local heritage schedule, but most periods are covered in the areas (both conservation and residential character) delineated in the Development Plan.

The sub-theme of the intensive building of houses by the South Australian Housing Trust is well documented in the Enfield Heritage Survey, but no individual houses or areas were listed. The housing typology will assist in identifying certain styles which are under-represented - such as important SA Housing Trust styles or post WW2 house types. [Recommendations are made in Section 4 for additional representation as considered necessary.]

5.0   Building Port Adelaide Enfield's Commercial Base

Although a major theme in the historic development of PAE Council, actual port and maritime activities are not that well represented, apart from buildings within the State Heritage Area. All of the 1930s and earlier wharf sheds have been demolished, but major Wool Stores and some Bond Stores are listed. Fletcher's Slip is the only remaining slipway to be included on the Register, and this is not in good condition, no longer retains much physical evidence of its function and has been identified as an area for redevelopment. Retail facilities are reasonably well represented in terms of main street shop groupings, particularly from the 1870s, 1880s and 1890s. There are some corner shops on the Register as Local Heritage Places, however, this is one area where there could be additional representation, and shops within the 1930s to 1950s housing developments need additional consideration. Financial services are represented by many of the individual banks and offices, particularly within the State Heritage Area. There are a small number of individual places outside the State Heritage Area representing the provision of financial services. Because of their importance as focal points in the early development of communities, there are a large number of hotels included on the State and Local Heritage Register, and it is considered that hotels are well represented.

6.0   Developing Port Adelaide Enfield's Agricultural Production

Due the slow and inexorable attrition of agricultural activities within the Council area there are few buildings or places which represent the development of agriculture within the Council boundaries. This particular theme could be further investigated to determine whether it is possible to provide greater physical representation of this essential early activity in Enfield.

7.0   Building Port Adelaide Enfield's Industries and Workforce

It is difficult to retain the buildings associated with industries which no longer function. This is a thematic area which is considerably under-represented in terms of physical evidence because of the changes in industry and the redevelopment of sites. Fortunately, the flour milling industry associated with the early port is well represented, but other early industrial activity along the Port River has been all but obliterated. All evidence of the early twentieth century car industry (GMH and Ford) has certainly been removed from the area, the timber yards no longer exist, and the paint industry buildings have been adapted or demolished. The CSR sugar refinery has also gone. There could be further investigation of the 1870s copper smelting site next to Hart's Mill.

The representation of wharf labourers and the work force within Port Adelaide Enfield remains with the Waterside Workers Federation Hall, although the muster sheds have been demolished. The 1960s AEWL building remains on St Vincent Street. Other buildings used as Union Halls and offices need to be identified.

8.0   Providing Health and Welfare Services

The provision of water supply and sewage is reasonably well represented in terms of the retention of sections of Islington as a State Heritage Place. The water tower at Semaphore provides indication of efforts to improve reticulated water pressure on the peninsula, but the existence of other ancillary facilities associated with the sewerage system such as external privies are not, understandably, represented at all. Public health and medical services are reasonably well represented as St Margaret's and other small hospitals are retained and evidence of individual doctors' surgeries are included on the Local Heritage Register. The development of State hospital facilities is also well represented, with the Hampstead Centre and buildings from the former Northfield Mental Hospital at Hillcrest.

Welfare services to seamen have slowly disappeared, and other philanthropic activities are not well represented. The original (temporary) Meals on Wheels Kitchen no longer exists.

9.0   Educating Port Adelaide Enfield's People

There are a number of schools and colleges which are retained within the Local Government area which represent reasonably well the spread of all levels of education across the Council area. The Port Adelaide Institute and the Semaphore Institute building (now the Library) remain as examples of the initiation and continuation of this form of educational facility.

10.0   Connecting Port Adelaide Enfield to SA and Beyond

Early post and telegraph communications are well represented by the Post and Telegraph Offices within the State Heritage Area and the Timeball Tower and Flagstaff at Semaphore. Local POs are also identified. Railway transportation is represented by the remaining railway stations on the first line, particularly Alberton, and the rail line to Outer Harbor from Glanville. The remnants of rail bridges across the river remain as additional evidence, although these are not included on any list. The railway station at Port Adelaide and the Commercial Road viaduct are included on the Local Heritage Register.

There are no places which represent ferries or horse trams. The Birkenhead Bridge, a State Heritage Place due to its significance in terms of engineering and transportation, is the main representation of modern road bridges, and the remnants of the southern abutment of the North Arm Road bridge represents early bridge engineering.

Representation of early shipping activities has slowly been eroded due to the upgrading of wharves and piers. Most of the early canals have been filled in.

[Refer Cultural Mapping project report]

11.0   Building Community Life

A number of theatres and cinemas remain to represent the development of cultural life in Port Adelaide Enfield, although the first Ozone Theatre in St Vincent Street was demolished. The Port Adelaide Enfield Library continues to provide services for residents, and the Semaphore Library is located in the original Institute building on Semaphore Road.

Smaller cinemas in suburban areas or sites of outdoor theatres on the beachfront are not well represented. The representation of recreational groups is poorly represented, apart from the Alberton Oval and Grandstand. There are very few of the original beachfront facilities remaining, and those that are such as the Palais have been altered significantly, although the building is listed on the State Heritage Register. Riverfront recreational facilities no long exist.

Representation of religious area is reasonably well covered with the listing of churches and halls throughout all suburbs.

3.2   Recommended Additional Places

Based on the analysis which has identified a lack of representation of certain types of places, or possibly areas, within each theme the following areas should be pursued:

Cultural landscapes
Provision of Utilities
Detailed survey of complex sites (usually State owned)
Appropriate representation of particular periods of housing/style development in C20th
SAHT housing in former Enfield Council area including Croydon Park and original housing in Clearview
Local and corner shops
Agricultural sites/landscapes/buildings
Railway bridge evidence/ Port River wharf piles
Additional listing of individual buildings in State Heritage Area

A working list of possible additional places based on the analysis of representation of themes has been developed to assist future identification and documentation processes, and a copy has been provided separately to Council.

Number of Places

Port Adelaide Enfield Heritage Places by Theme

Themes

1 Creating the Physical Environment & Context

2 Governing Port Adelaide Enfield

3 Establishing State-based Institutions

4 Living in Port Adelaide Enfield

5 Building the Commercial Base

6 Developing Agricultural Production

7 Building Industries & Workforce

8 Providing Health & Welfare Services

9 Educating the People

10 Connecting to SA & beyond

11 Building Community Life

State
Local

Number of Places

Port Adelaide Enfield Heritage Places by Theme

Themes

Theme	
1.1 Natural Environment	
1.2 Land Division & Settlement Patterns	
2.1 Levels of Government	
2.2 Port Governance	
2.3 Law & Order	
2.4 Defence	
2.5 Fire Protection	
2.6 Utilities	
3 Establishing State-based Institutions	
4 Living in Port Adelaide Enfield	
5.1 Port Activities	
5.2 Retail Facilities	
5.3 Financial Services	
5.4 Hotels	
5.5 Other Commercial Enterprises	
6 Developing Agricultural Production	
7.1 Growth of Industires	
7.2 Workforce	
8.1 Water Supply & Sewerage	
8.2 Public Health & Medical Services	
8.3 Welfare Services	
9.1 Schools & Colleges	
9.2 Institutes	
10.1 Communciations	
10.2 Transportation	
10.3 Shipping	
10.4 Newspapers	
11.1 Cultural & Creative Life	
11.2 Recreation	
11.3 Religious Facilties	

Legend: State, Local

4.0   ANALYSIS OF CONSERVATION AND CHARACTER AREAS

4.1   Background

The extent and nature of the conservation areas in Port Adelaide Enfield are a direct result of the earliest heritage surveys of the two council areas. The Greater Port Adelaide Heritage Survey (1989) identified sixteen discrete but often contiguous 'significant precincts':
1. Alberton Railway Reserve
2. Alberton Railway station Precinct
3. Alberton Residential Precinct
4. Birkenhead and Glanville Slipway and Docks Complex
5. Esplanade Residential Foreshore Precinct
6. Exeter residential Precinct
7. Largs Pier Commercial Precinct
8. Lady Gowrie Drive pine Plantation
9. Port Adelaide 'Tin Town' Precinct
10. Portland Historic Precinct
11. Port Road Palm Plantation
12. Rosewater 'Tin Town'
13. Semaphore and Largs Bay residential Precinct
14. Semaphore Pier Historic Precinct
15. Semaphore Road Commercial Precinct
16. Woolstores Precinct

Most of these precincts were incorporated into the Historic Conservation Zones and Policy Areas created and expanded in earlier versions of the Port Adelaide Enfield Development Plan, and remain protected through their inclusion in the Historic Conservation Area shown in the Heritage Overlay maps of the Development Plan.

The City of Enfield Heritage Survey (1996) did not delineate any conservation areas, although it did discuss the significance of 1920s town planning in the Council area in detail.

There were two important historic Port Adelaide precincts delineated in 1989 which were not designated within an Historic Conservation Zone at the time or later. These are the Portland Estate central section around Montpelier Square, and the Birkenhead and Glanville Slipway and Docks precinct. Consequently, there is no protection other than heritage place listing available in these areas. The Docks precinct has become part of the waterfront redevelopment and subject to controls other than heritage protection, but it is recommended that the protection of at least part of the Portland Estate area be reconsidered.

4.2   Using a Morphological Approach

4.2.1   Definition

Urban morphology is the study of the form of human settlements and the process of their formation and transformation, the developmental sequences and changes in the physical form of a city or region over time.

Cultural and economic change resulting from ongoing development will inevitably effect a change in the built environment. Formation and transformation of the built environment is a result of changes in activities and processes. These can evolve or be engineered. Planning theories and politically-driven approaches to land use and development controls will directly cause changes to the built environment.

A landscape based approach is often used to build up a picture of the physical evolution of a region. This method analyses the historic and current built form landscape and identifies continuing landscape morphology, underscoring the historic significance and value of various land use forms and the retained historic fabric and texture of areas.

4.2.2   The Morphology of Port Adelaide Enfield

The current built form of any area is a result of socio-economic and political conditions present at any point in time. In the case of Port Adelaide Enfield, there are some easily identified key drivers or agents for both the creation of the built form or changes in that form over time. These were initially what can be classified as formative agents, and then transformation can be tracked by analysis of the changes caused by later factors, usually in the form of economic and social conditions, often activated by political decisions. Roads and railways have been key vectors for development.

Formative Stage
- Existing topography - coast, swamps, plains, river

- Colonial planning / historical geography
  Colonel Light's survey - City location/Port location   Old – new

Transformative Layers
Initial transformation of the landscape
- Hundreds & Sections/reflecting potential land use

- Land ownership at port frontages
  Creation of State Government body to control all harbor frontages

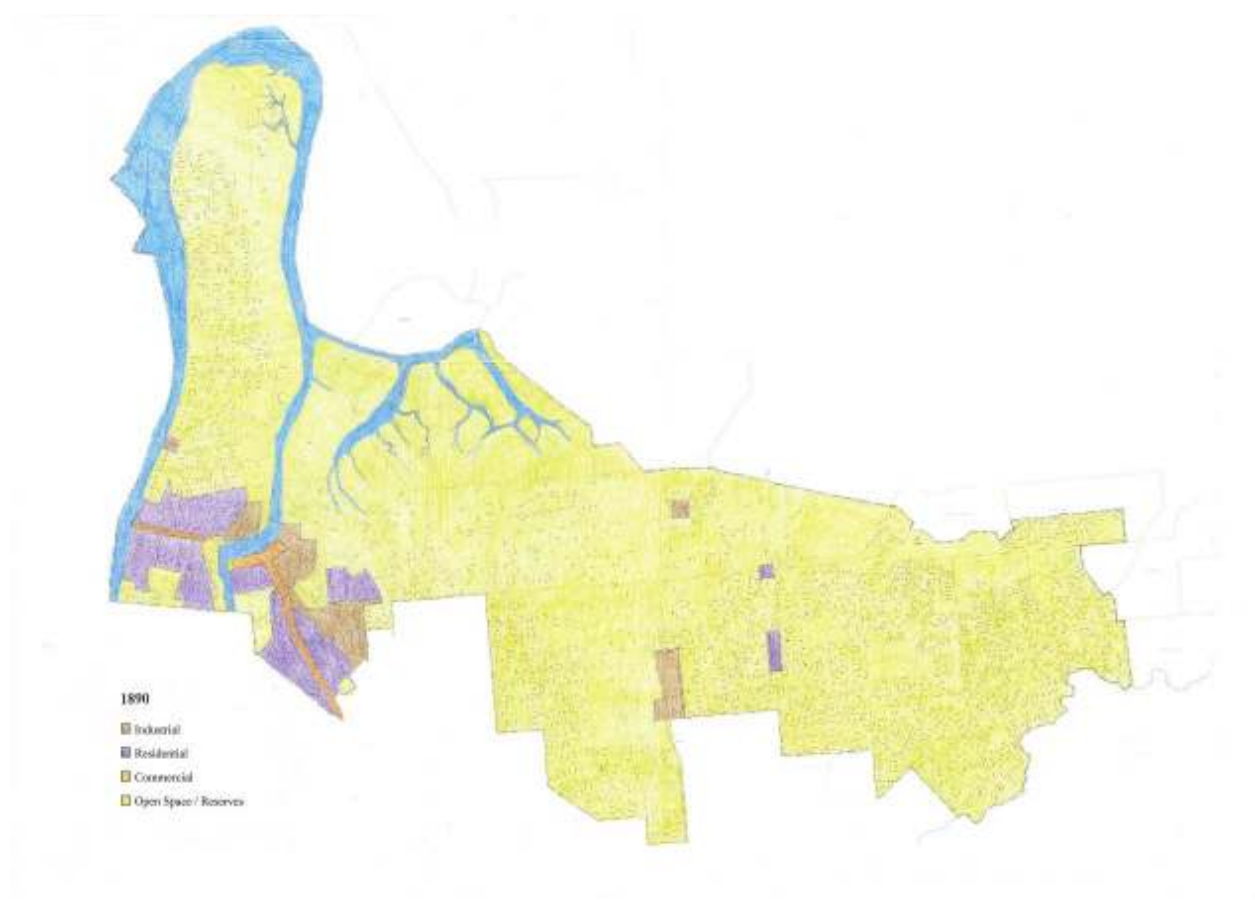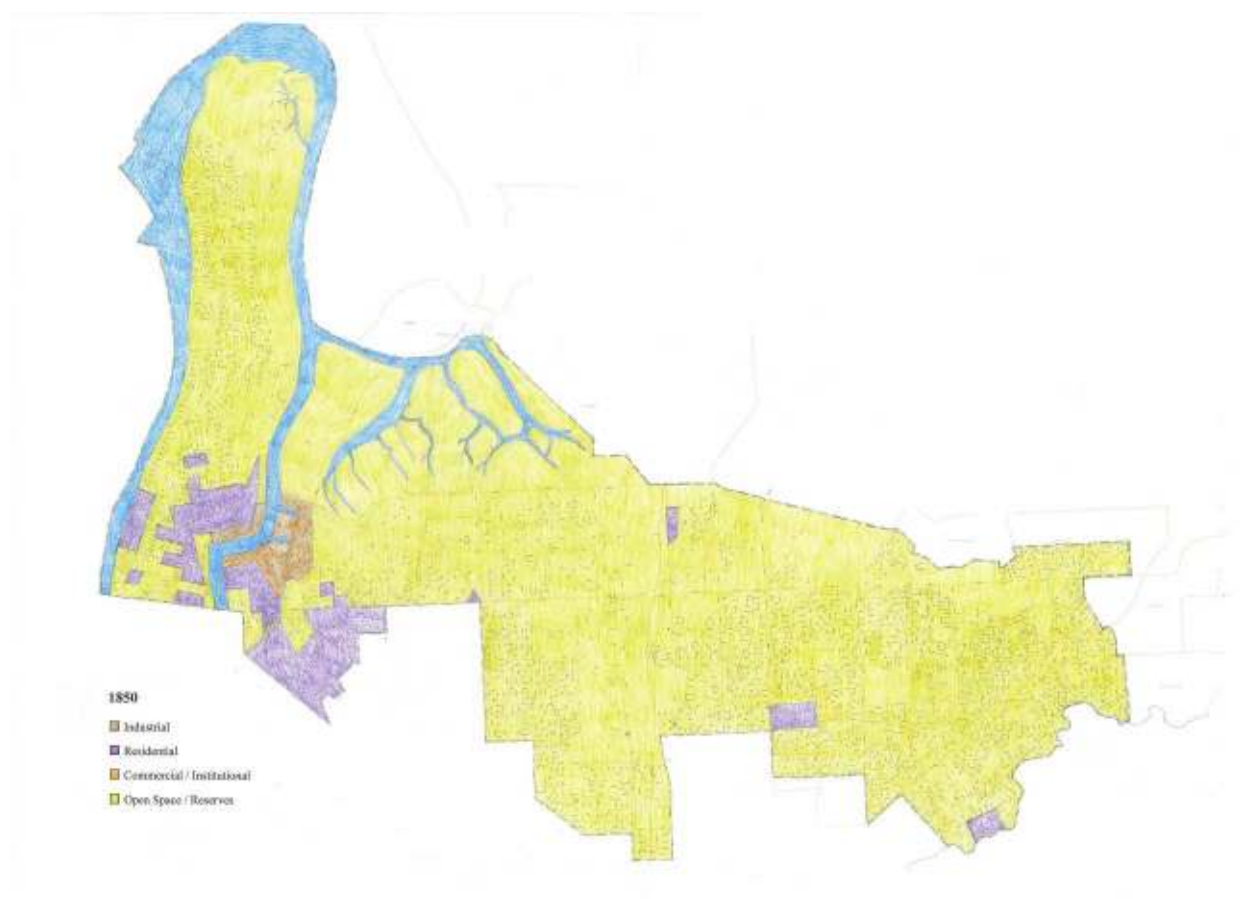- Actual land use across plains

Followed by
- Population growth & residential development, including SA Housing Trust subdivisions

- Town planning theories and instruments
  State Government management of growth and development
  Port Centre Authority/LMC development philosophy

It should be understood that many of these factors result in major change which obliterates earlier built form.

As an example, a major theme in the development of Port Adelaide Enfield is the industrial and commercial development of the waterfront. With the move downstream of cargo handling and containerisation during the 1980s, the redevelopment of parts of the waterfront as residential areas since then has removed evidence of wharf sheds, dockyards, wharves and other port structures. Apart from the State Heritage Area which was delineated in 1982, it has proven very difficult to retain a broad range of elements which would demonstrate the historic functions of the port and its associated activities in the face of new development pressures along the water's edge, both sides of the river.

More recently, there has been substantial change in the morphology of the Port area due to the waterfront residential development of Newport Quays, which has removed large slabs of evidence of previous industrial uses including CSR, Cable Co, and others. This situation has been clearly documented in the archaeology section of the Cultural Mapping report of 2010, commissioned by LMC.

The four maps prepared have recorded as accurately as possible the information available on historic plans and maps of streets and areas at certain points in time - 1850, 1890, 1940, 2000. The mapping emphasises the continuing existence of early residential form in the areas created by early land division between Port Adelaide and Semaphore, and the evolution of the landscape from agricultural to residential across the Hundred of Yatala. The use of land for industrial activities is a shifting proposition, dependent on location of transport corridors and availability of materials and labour. Not unexpectedly, the area of undeveloped land or open space reduced substantially with the move into the twentieth century and increase in population, particularly in the 1920s.

1850
- Industrial
- Residential
- Commercial / Institutional
- Open Space / Reserves

1890
- Industrial
- Residential
- Commercial
- Open Space / Reserves

1940

Industrial
Residential
Commercial / Institutional
Open Space / Reserves

2000

Industrial
Residential
Commercial / Institutional
Open Space / Reserves
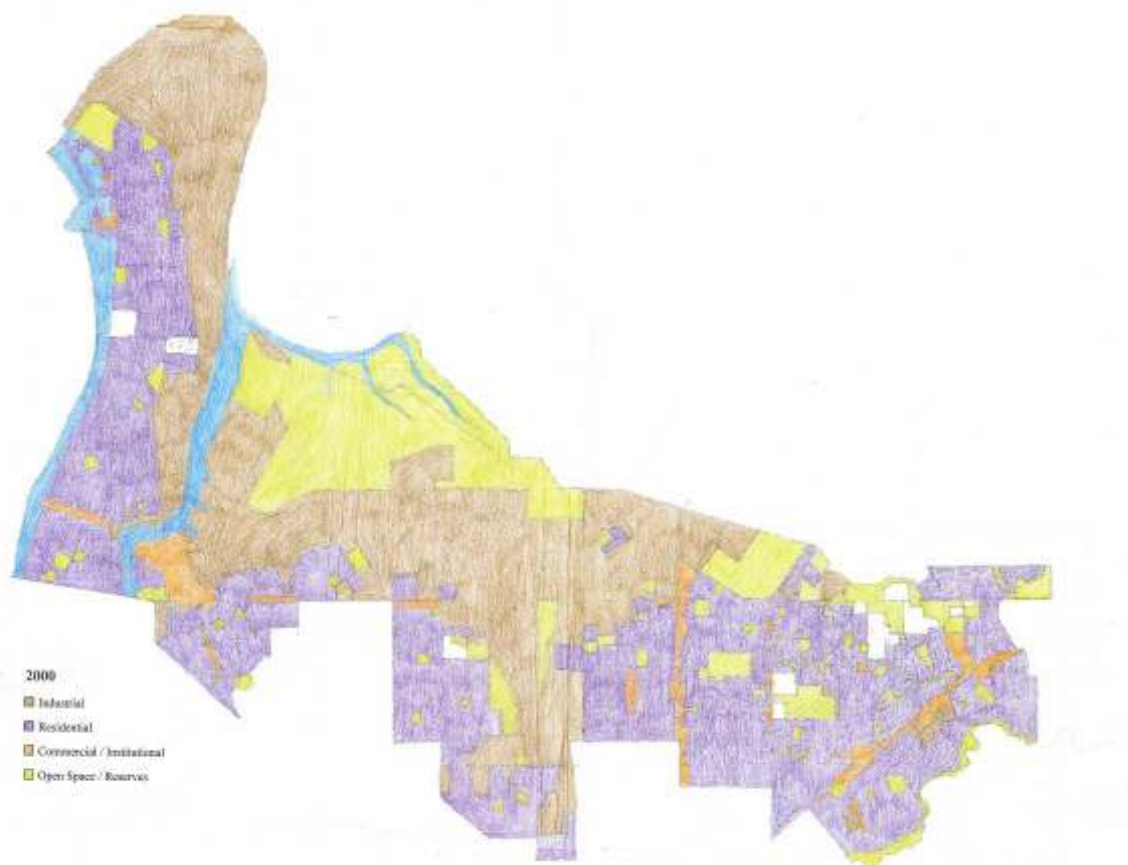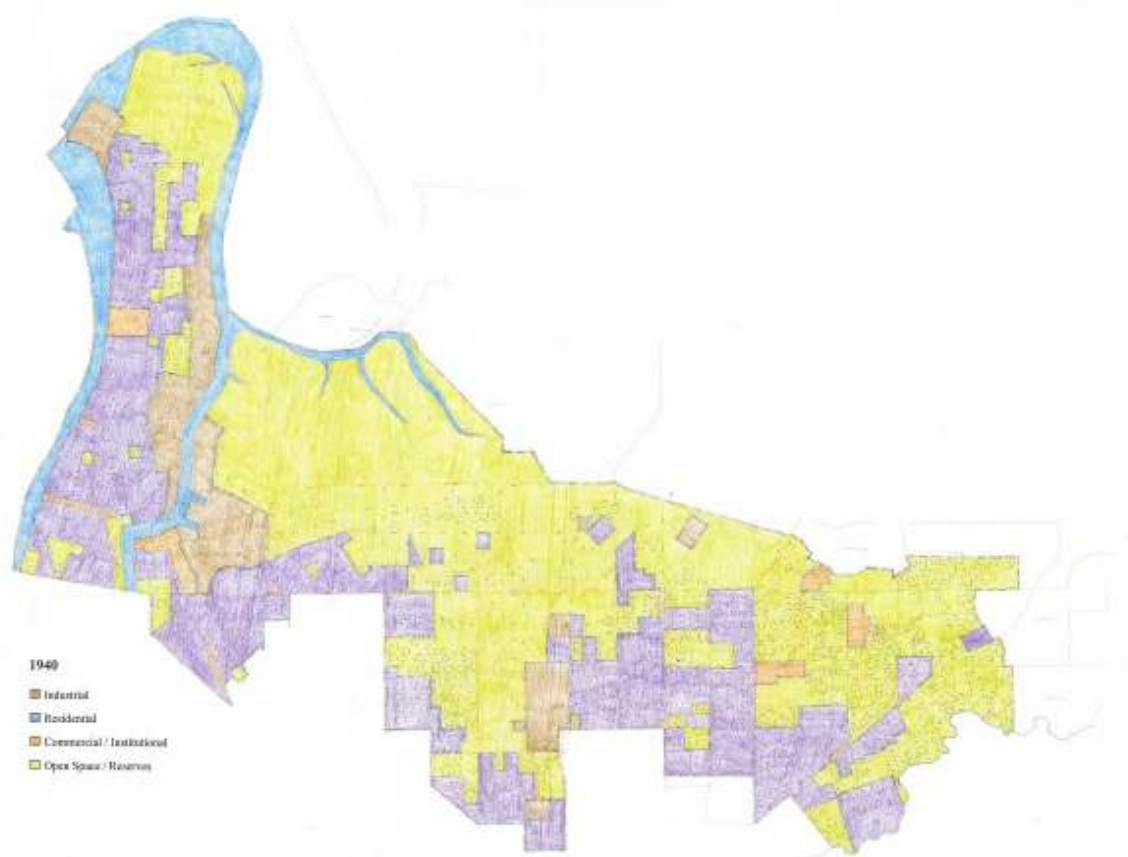
4.3   Current Areas

4.3.1   Historic Conservation Area

The Port Adelaide Enfield Development Plan contains a Historic Conservation Area which is shown as part of the Heritage Overlay on Maps 10, 16, 17, 26 and 27.

It is made up of areas that were previously described as Historic (Conservation) Policy Areas and features early built form of sufficient integrity, concentration and historic representational value to define an area that should be conserved. The Development Plan contains an extensive list of contributory items that are deemed to specifically contribute to the Historic Conservation Area.

Within this area the demolition of buildings requires planning consent. This is the starting point for achieving conservation objectives. (Outside of the Historic Conservation Area, the demolition of buildings generally does not require planning consent.)

The Historic Conservation Area overlays a number of zones, policy areas and precincts.

- Residential Character Zone
    - Policy Area 72 Semaphore / Largs
    - Policy Area 66 Alberton / Rosewater
    - Policy Area 68 Exeter

- Neighbourhood Centre Zone (Semaphore Road Policy Area)
    - Precinct 6 Community Focus
    - Precinct 8 Major Shopping
    - Precinct 9 (part) Mixed Use

- Regional Centre Zone
    - Policy Area 43 Mainstreet
    - Policy Area 54 Woolstores

- Local Centre Zone
    - Policy Area 15 Jetty Road

The planning provisions of the above zones, policy areas and precincts commonly refer to historic townscape and character, and most contain listed heritage and contributory places, reflecting the historic development of the Council area and the heritage value of these areas.

4.3.2   State Heritage Policy Area

There is a dedicated State Heritage Area within the Regional Centre Zone at Port Adelaide.

It contains a significant number of State Heritage listed buildings and recognizes the importance of conserving these buildings and their context as a whole.

No changes are proposed to the boundary of this area but there may be a small number of additional places within this area that warrant individual listing as heritage places.

4.3.3   Residential Character Zone

The Residential Character Zone contains seven policy areas and has a particular historic character derived from the appearance of early and consistent residential development, streets, fences and landscaping in those areas.

While the zone has a character that is important to maintain, this is primarily derived from what is seen from the public realm rather than strong historic significance and representational value.

The mapping of the zone and its associated policy areas in the Development Plan does not include identification of the individual places which contribute to the character; contributory items are only identified in the Historic Conservation Area.

While three of the policy areas in the Residential Character Zone are also overlaid by the Historic Conservation Area, the other four have not been considered to have early built form of sufficient integrity, concentration and specific historic representational value to warrant inclusion within the Historic Conservation Area and effectively be treated as local heritage areas.

- PA 67 Enfield
- PA 69 Glanville (east of Carlisle Street)
- PA 70 Largs/Largs North
- PA 71 Rosewater

Demolition in these policy areas does not require planning consent. However, new development is required to be designed to appropriately reference existing development and complement the particular character of the area.

All seven of the policy areas were reviewed by Council staff, with the assistance of Council's Heritage Advisor in 2009 when the Residential Code for new dwellings was introduced by the former Minister for Planning. Councils were invited to identify and nominate areas for exemption from the Code based on an assessment of historic character against specific criteria developed by the Minister.

Aside from these seven policy areas, a number of other areas were also nominated and accepted by the Minister as displaying sufficient character to warrant exemption from the Code. These other areas warrant further review and consideration for inclusion within the Residential Character Zone in lieu of the more general Residential Zone in which they are currently located.

The map below shows the location of the existing Residential Character Zone and the locations of the other areas exempted from the Residential Code. These areas were determined by Residential Neighbourhood Character Assessments undertaken by Council.
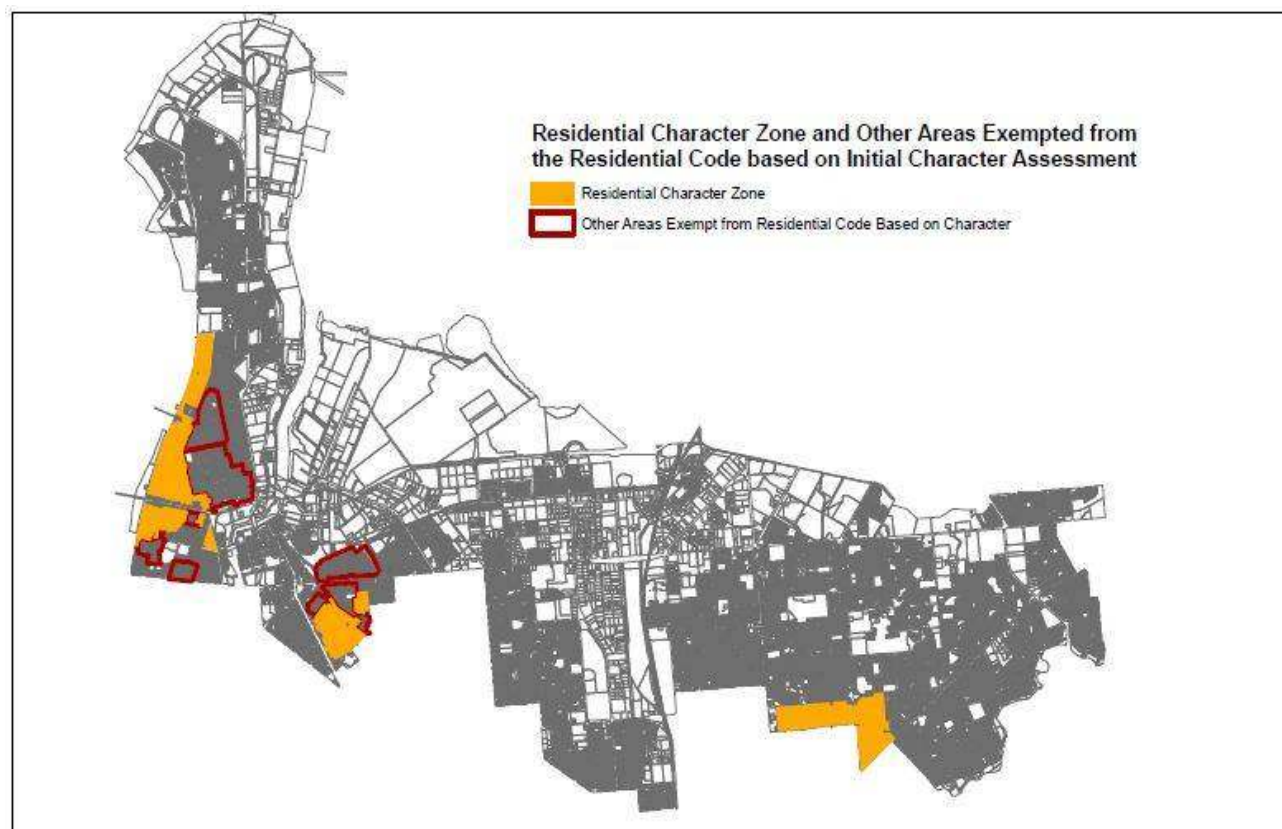
4.3.4 Controls within Zones

Demolition control is necessary to maintain the built form and fabric within conservation areas. This protection is accorded to individually listed Heritage Places, both State and Local. It is a logical step to consider areas as discrete units, and approach conservation of the area in the same way as conservation of a place.

The designated conservation areas in Port Adelaide Enfield identify a large number of places which contribute to the heritage qualities of the area, based on historical research and site inspection. Contributory places (items) are considered essential fabric within the Historic Conservation Area and the provisions in the current Port Adelaide Enfield Development Plan require that these 'should be retained and conserved'.

New Heritage Development Plan Amendments have been required to conform to the former Minister's decision that there will be no further schedules of contributory items in the Development Plan. It is assumed that a carefully composed statement of 'Desired Character' and correlating Principles of Development Control will be sufficient to ensure that the heritage qualities of any conservation area are maintained. This assumption may change with further discussions.

Within the Residential Character Zone, development is controlled by:
- The Desired Character Statement and the Objectives and Principles of Development Control for the zone as a whole;
- The Desired Character statements and Objectives and Principles of Development Control for each Policy Area of the zone; and
- Whether or not the Policy Area is also part of the Historic Conservation Area. In those Policy Areas that are included, the planning provisions of the Historic Conservation Area also apply and therefore demolition control and the listing and mapping of contributory places apply in these areas.

In those Policy Areas of the Residential Character Zone that are not part of the Historic Conservation Area, the Desired Character Statements and Objectives and Principles of Development Control need to be clear about the type and degree of retention required for the elements which characterise the Policy Area, so that the defined residential character is maintained. The retention of built fabric which is integral to the character of each Policy Area may mean that demolition is not appropriate even though these areas are not specifically designated as having heritage value.

The value of a schedule of places which form part of the identified character of a conservation area is well established. Such lists remove uncertainty for owners and prospective developers and allow the development parameters to be immediately and practically understood. They assist with the interpretation of Desired Character Statements and clarify exactly what the physical character looks like.

In summary, schedules and maps are considered important tools for support and interpretation of Desired Character statements, Objectives and Principles of Development Control in the Development Plan.

4.4 Additional Areas

4.4.1 Alterations to Current Conservation Area

With the closer investigations of subdivision boundaries undertaken as part of this study, there is an opportunity to redefine the existing boundaries of the current areas to ensure consistency and validity.

Recommendations

Semaphore/Largs Bay
It is recommended that the Largs Bay 1914 subdivisions - Wattle Street, Hampton Street, Windsor Street and cross streets to Wills Street be considered for inclusion within the Historic Conservation Area covering Semaphore/Largs Bay (Policy Area 72). This picks up an intact and consistent 1914 subdivision of section 1095, which was laid out to fit the curve of the railway, and also the remainder of the 1875 Margate subdivision of Section 1096.

This area was also identified as part of a larger area that was accepted by the former Minister of Planning as having sufficient character to warrant exemption from the Residential Code. At the least, it should be included within the Residential Character Zone.

**Indicative plan of subdivisions and dates
in the Historic Conservation Area - Semaphore/Largs Bay (Policy Area 72)**
[One proposed extension shaded]

South of Semaphore Road

In order to further clarify the exact boundaries of the residential character areas, it is also recommended that the early 1850s subdivisions south of Semaphore Road now identified by research, in Exeter, Ethelton, Semaphore and Glanville, be resurveyed. This resurvey process may also identify the location of early residences which have local heritage value.

The area recommended for resurvey includes Section 894 (in Semaphore), Sections 896, 897, 907, 908 (in Glanville), Sections 910, 911, 912, 913, 914 (in Ethelton) and Section 1108 (in Exeter). These Sections abut areas already delineated as areas with historic residential character, as part of the Residential Character Zone or as areas exempt from the Residential Code because an acknowledged historic character.

Area of 1850s subdivisions to be resurveyed

KEY

Residential Character Zone

Other Areas Exempt from Residential Code Based on Character
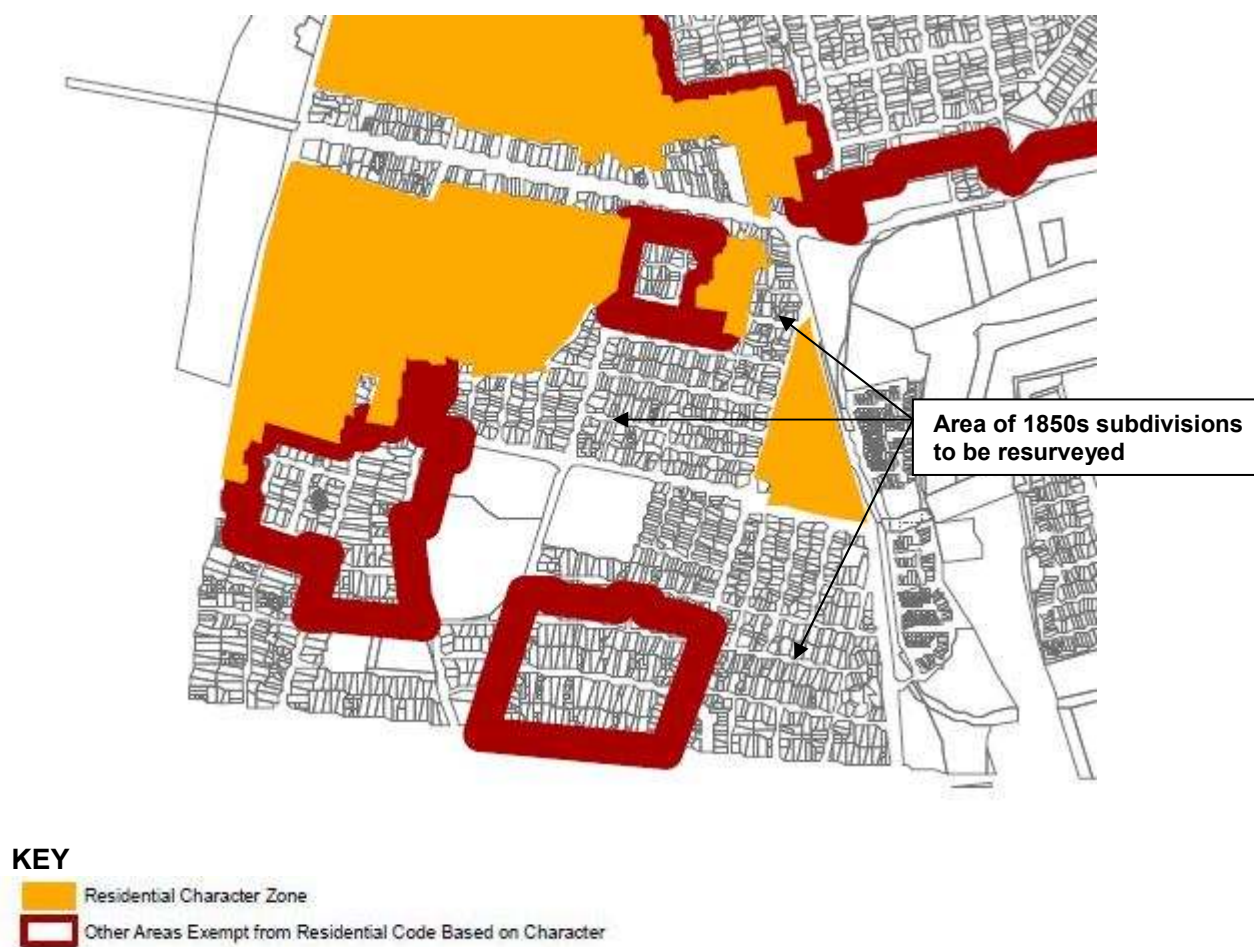
Extract from Plan delineating Residential Character and Exempt Areas

4.4.2   New Conservation Areas

PORTLAND
The **Portland Estate,** initially identified as a significant historic precinct in the first heritage survey of Greater Port Adelaide, was an early planned section of Port Adelaide, with a distinctive central village square. Although substantially changed by later development and the extension of Grand Junction Road west of Port Road, it does retain evidence of its 1850s town planning and early residential character, with a central square and original residences and service buildings, including a hotel, butcher's shop and bakery.

Recommendations
Subject to further investigation, the central section, around Montpelier Square and northern section of the subdivision to a depth of one or two allotments could be considered for designation as part of the Historic Conservation Area. The issue of sufficient integrity of built form within the historic land division will need to be assessed. Significant remaining early buildings and houses could be listed individually if area designation is not considered warranted.

[Refer 1989 information and Port Centre Survey 1994 for additional data.]

Original subdivision plan of Portland Estate, 1858
Sections 1129 and 1130
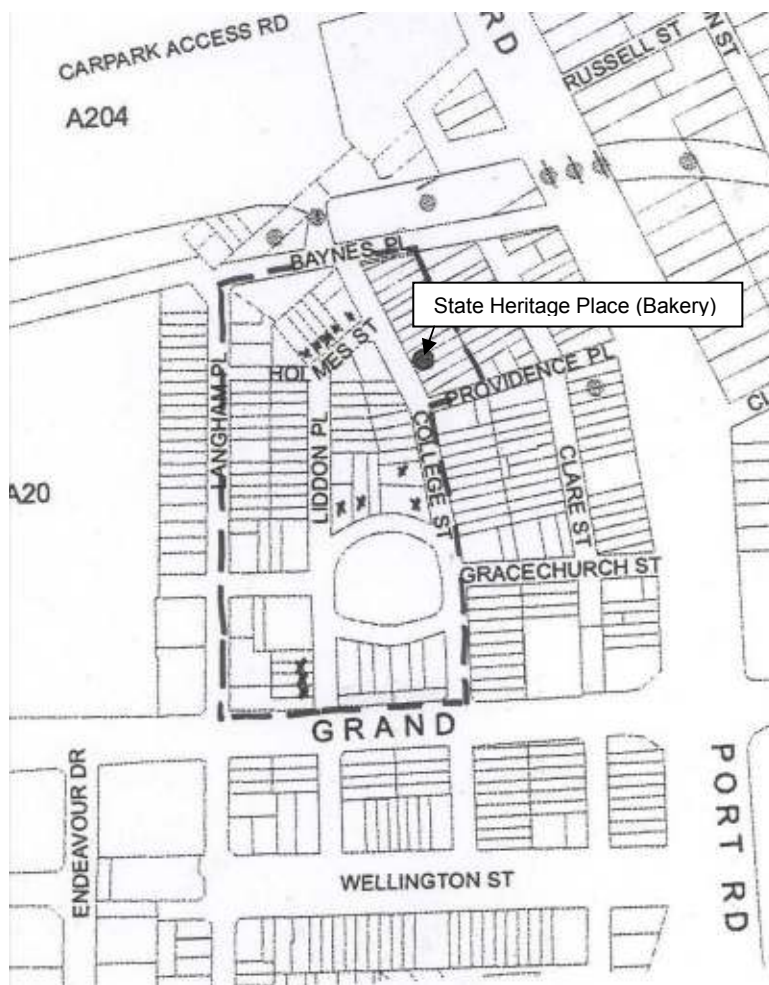
X = existing early dwelling

Potential boundary for HCPA in Portland

Holmes Street

Montpelier Square

CLEARVIEW

Clearview is a highly significant area within Port Adelaide Enfield for two reasons. It was laid out in 1922 on Garden Suburb principles by the Government Town Planner, Walter Scott Griffiths (the replacement for Charles Reade who designed Colonel Light Gardens): and also it was one of the important SA Housing Trust locations for public housing construction in the 1930s to 1960s. Given the significance of the theme of 1920s subdivision and town planning, this area could warrant greater protection, particularly given the association with public housing also.

Recommendations

The **Clearview** area of 1920s subdivision and 1940s-50s SAHT development is significant from both a town planning perspective and a SAHT development. It retains its clear 'garden suburb' layout and some early examples of SAHT housing. This area could usefully be analysed as a case study to determine the appropriate heritage planning approach for notable subdivisions.

More detailed fieldwork and policy development is required to determine the extent of elements to be delineated and the exact method of protection for these values. It may be that individual houses or other structures will be listed separately as important examples of the built form of the suburb at the time of its inception. The retention of the urban form and resultant cultural landscape needs to be carefully analysed. Closer fieldwork will determine if delineation and controls are necessary for both retention of planning theory significance and built form conservation.

Current Aerial View of Clearview
[Original planning intent clearly visible -
with some amalgamation of allotments along Hampstead Road]

1922 Subdivision plan of Clearview
Signed by W Scott Griffiths - Government Town Planner
[note radiating street plan and central recreation reserve]

Note that a later plan of 1925, signed by William Earle, Griffiths' successor, extends the subdivided area to the west and south.

4.4.3   Review of Residential Character Zone Boundaries

A review of the boundaries of the Residential Character Zone where it is overlaid by the Historic Conservation Area may not be necessary given the supporting and reinforcing role that the Historic Conservation Area plays. However, a more detailed review of the other existing policy areas and the areas currently exempted from the application of the Residential Code on the basis of satisfying the former Minister's criteria for historic character is appropriate.

Recommendations

A review of the boundaries of the Residential Character Zone not overlaid by the Historic Conservation Area is recommended to determine if adjustments to these boundaries are needed.

A more detailed review of the areas exempted from the Residential Code in 2009 on the basis of historic character is also needed to determine if they should be included in the Residential Character Zone.

4.5   Distinction between Heritage and Character

4.5.1   Discussion

Over time, because the issue of local heritage has been dealt with in the planning and development process without specific tools to clearly define local heritage value of areas or precincts, the distinction between heritage and character has become confused.

Currently, the planning section of DPTI puts great store by differentiation between 'heritage' and 'character'. This applies most relevantly to areas or precincts. The approach of the Department is set out in the *Guide to Desired Character Statements* [Feb 2010 DPLG]:

> 'Character' has been defined as the interrelationship of various aspects of the built form, topography, vegetation, density, subdivision pattern and activity, both in the public realm and private domain.
> ….
> It is **vital** that character not be confused with heritage.
>
> *Heritage* is determined through tests for heritage significance against legislated criteria and is best known for the conservation of 'fabric' required to retain that significance. Character is derived from the visual qualities or attributes, patterns and spatial definition that presently 'characterise' an area

The term 'character' is a general noun that requires qualification if it is to have any valid use in a planning situation. This will allow the statement of desired character to more clearly define the quality of the character being noted - rural character, urban character, landscape character, historic character or even heritage character.

The boundaries/thresholds between heritage and character areas are not often sharply defined. Often decisions will be made on the basis of appearance. Clear criteria for measuring heritage value are required, and this is an issue which heritage authorities in other jurisdiction have also been considering.

The NSW Heritage Office warns that care should be taken not to confuse heritage significance with amenity or utility. Items are excluded from heritage listing if they are valued only for their amenity (service convenience or character of the neighbourhood); and/or the community seeks their retention only in preference to a proposed alternative. In the NSW *Guide to Development Policy* it is noted that: *…..'*Buildings and areas do not need to be old or historically significant to have a recognisable character. While all areas have a history and a few have heritage value, the consideration of desired character is everywhere.'

4.5.2   Management Issues

The main issue which arises in this consideration is the degree of change which is acceptable in any area which has been identified as having 'character', whether this is based on its heritage value or on other defined qualities.   It is generally accepted that heritage values can be conserved, diminished, destroyed, or restored, but cannot be improved or replicated (unlike other amenity values).

Therefore, careful management of change, from very little in a heritage area, to an acceptable degree of change in a residential character area resulting from regeneration or new development, is the objective of the provisions of any Development Plan which includes policy areas based on heritage and character.

Interestingly, recent residential DPAs in South Australia have included *historic* residential character areas, where retention of all early residences is considered necessary to retain the character of the area. These areas are not, however, all local heritage areas.

4.5.3   Unley Development Plan

During the preparation of the current Heritage DPA for the Unley Development Plan, the City of Unley sought to identify approaches that more adequately allowed discrimination between heritage and valued characters through additional planning provisions. The value of each was clearly expressed in Desired Character statements to establish how similar or how different the future character should be. Principles of Development Control were then generated to translate those distinctions into policy.   In areas of valued character, emphasis is on the careful management of the physical attributes identified as comprising that character while in Local Heritage areas, 'fabric' is conserved to retain the identified 'intangible' heritage value.

The Heritage DPA for the City of Unley carefully schedules and maps non-contributory places in each of the delineated areas in the Residential Historic (Conservation) Zone. The RHCZ is the overlay which captures the equivalent of Local Heritage Areas of important historical themes and high built form integrity.

In addition there are three Policy Areas which comprise the Residential Streetscape (Built Form) Zone, based on patterns of subdivision, built form and other physical features. There are no maps identifying contributory places for this Zone.

In both of these zones there is demolition control to ensure the retention of places which contribute to the described character. Interestingly, on the Unley Structure Plan, Map Un/1 (Overlay 1) these two residential zones are described as Historic Character Residential and Streetscape Character Residential.

4.5.4   Port Adelaide Enfield Development Plan

The PAE Development Plan has evolved over time and the former HCZ boundaries resulted from the initial heritage survey process. Consequently, the current plan has a Historic Conservation Area with boundaries covering different zones and policy areas including three Policy Areas of the Residential Character Zone..

Alberton/Rosewater Policy Area 66 encompasses well-kept early properties and streetscapes consistent with the *historic character* of the directly overlying Alberton/Rosewater Historic Conservation Area.   The conservation area (equivalent to a local heritage area) is based essentially on the 1854 GRO Plan of Albert Town (Section 423) and incorporates the squares and reserves typically of land division at the time.   In addition the adjacent section 422 in Yatala (later part of Rosewater) was subdivided at the same time. Therefore, the boundaries of the conservation area also encompassed some contemporaneous residential development which was a result of the 1850s railway service. Development was, of course, wider than this boundary and the Policy Area picks up on the consistent historic housing outside the original significant subdivision.

The degree of change within the conservation area, which includes the reserves and railway station, is closely managed by the council's Heritage Adviser and planners. The provisions of the Development Plan inform all approvals and conditions of development.

The objectives for the Historic Conservation Area include:
4. The retention and conservation of places such as land, buildings, structures and landscape elements that contribute positively to the historic character of the area.

The Desired Character for the Residential Character PA includes:
Development will ensure that the features and historic character that define this area are not compromised.

As in Unley, the PAE Development Plan use schedules of contributory items as a way of identifying those houses which are integral to the historic character of the Historic Conservation Area. Desired Character statements are also used to define character in detail.

4.6   Areas with Local Heritage Value

4.6.1   Delineation of Local Heritage Areas

There are a number of descriptors current for areas which have local heritage value in Development Plans, but the term Local Heritage Area has not been approved for use. The most often used has been Historic (Conservation) Zone, or Policy Area within the Zone. Port Adelaide Enfield is following the Development Plan convention now required by the Department for Planning, Transport and Infrastructure and using a Historic Conservation Area that overlays general geographically based Zones and associated Policy Areas. (Unley has retained a Historic (Conservation) Zone with Policy Areas.)

Areas within a local government area which could be designated Local Heritage Areas will be identified through research and analysis of the historical information relating to settlement, subdivision and development and then identification of built form which demonstrates this heritage value. It would be a sensible process if this value could be measured against heritage criteria to validate this designation. [Refer Section 5 for further discussion of this point for individual places also.]

To date, the common practice during the Heritage Survey process is that areas of local heritage value have been identified, almost by default. The history of the subject region or local government was written as the first stage of any survey and then followed by field work, and places and areas were identified on the ground. Inevitably, this was a reiterative process, as field work highlighted distinctive areas which then needed to be analysed and explained by historical research. An understanding of the morphology of an area was useful in identifying areas which demonstrated early stages of building or development.

4.6.2   Application of Criteria for Heritage Value

In order to clearly differentiate between local heritage value and historic character in a designated area, a set of criteria for local heritage areas should be developed which provides a tool to measure heritage value.

The table following provides an indication of the scope the criteria should cover.

Recommendation
It is recommended that a set of criteria for local heritage areas in lieu of Historic Conservation Areas or Zones should be developed. While such an approach will ultimately need State Government support and legislative mandate, it is recommended that Council should advocate for such an approach.

LOCAL HERITAGE AREA CRITERIA - PRELIMINARY

LOCAL HERITAGE PLACE CRITERIA	LOCAL HERITAGE AREA [Developed for Unley project]	HCZ 'CRITERIA' [Planning Bulletin Heritage, 2001]
(a) it displays historical, economic or social themes that are of importance to the local area;	1. It can be demonstrated to strongly represent a significant historical theme of development identified as important to the creation or consolidation of a local council area	Unified, consistent physical form in the public realm with an identifiable historic, economic or social theme associated with an earlier era of development
(b) it represents customs or ways of life that are characteristic of the local area	3. It is, or has been, prominent in establishing the identity of the council area and remains capable of demonstrating that value through the processes of interpretation	
(c) it has played an important part in the lives of local residents	2. It does play, or has played, an important part in the lives of present or previous communities	
(d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area		Significant built form composed of historic elements that contribute to the character of the streetscape
	4. It demonstrates trends in master planning, development, landscaping or open space provision of importance to the local council area	Physical character including natural and cultural landscapes and land division patterns which relate to historical development in the local area
(e) it is associated with a notable personality or event; or	5. It has particular associations with people or events of note in the council area	
(f) it is a notable landmark in the area		
(g) in the case of a tree - it is of special historical or social significance or importance within the local area		

character - n. all those qualities that make a person group or thing what…it is and different from others. nature identity state

5.0   CRITERIA AND THRESHOLDS

5.1   Current State and Local Criteria for Places

There are currently two similar but different sets of criteria for determining the heritage value of a place.

Under Section 16 of the *Heritage Act 1993* a place is of **state** heritage value if it satisfies one or more of the following criteria**:**

(a)   it demonstrates important aspects of the evolution or pattern of the State's history; or

(b)   it has rare, uncommon or endangered qualities that are of cultural significance; or

(c)   it may yield information that will contribute to an understanding of the State's history, including its natural history; or

(d)   it is an outstanding representative of a particular class of places of cultural significance; or

(e)   it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics; or

(f)   it has strong cultural or spiritual associations for the community or a group within it; or

(g)   it has a special association with the life or work of a person or organisation or an event of historical importance.

Under Section 23(4) of the *Development Act 1993 a* Development Plan may designate a place as a place of **local** heritage value if**:**

(a)   it displays historical, economic or social themes that are of importance to the local area; or

(b)   it represents customs or ways of life that are characteristic of the local area; or

(c)   it has played an important part in the lives of local residents; or

(d)   it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or

(e)   it is associated with a notable personality or event; or

(f)   it is a notable landmark in the area.

(g)   in the case of a tree - it is of special historical or social significance or importance within the local area.

South Australia is the only state in Australia to have this arrangement. It would seem more logical and sensible to use of one set of criteria with cut off points or thresholds in terms of application at state or local level, as is the case in all other states.

The following table aligns the two sets of criteria, and also the earlier 1998 generic HERCON criteria, based on the criteria for the National Estate. The anomalies in equivalent criteria are noted.

HERCON	STATE HERITAGE	LOCAL HERITAGE
Criterion A: Importance to the course, or pattern, of our cultural or natural history.	(a) it demonstrates important aspects of the evolution or pattern of the State's history;	(a) it displays historical, economic or social themes that are of importance to the local area;
Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history.	(b) it has rare, uncommon or endangered qualities that are of cultural significance	*No equivalent*
Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history.	(c) it may yield information that will contribute to an understanding of the State's history, including its natural history	(g) in the case of a tree - it is of special historical or social significance or importance within the local area *Not quite equivalent*
Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.	(d) it is an outstanding representative of a particular class of places of cultural significance;	*No equivalent*
Criterion E: Importance in exhibiting particular aesthetic characteristics. **Criterion F:** Importance in demonstrating a high degree of creative or technical achievement at a particular period.	(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics	(d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area
Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.	(f) it has strong cultural or spiritual associations for the community or a group within it	(b) it represents customs or ways of life that are characteristic of the local area (c) it has played an important part in the lives of local residents
Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history.	(g) it has a special association with the life or work of a person or organisation or an event of historical importance	(e) it is associated with a notable personality or event; or
No equivalent	*No equivalent*	(f) it is a notable landmark in the area

5.2   Determination of Thresholds

The process of determination of thresholds for both state and local heritage places has been under scrutiny for some time. The tools currently available for making a judgment as to the appropriate level of heritage value are criteria and representation of historic themes. This decision on the level of value is made by the heritage consultant undertaking the heritage survey, based on experience and immediate knowledge of the area under study, and the context of the place or area. This allows some comparative analysis within the area for local places, and within the whole of the state for more significant places.

As noted in the recently released Guidelines from Heritage Victoria,

> The act of determining whether a place is of state-level cultural heritage significance is a subjective exercise. Views on cultural heritage significance can vary between individuals and also evolve over time. This variance reflects personal experience, values and history. …. The process of assessing cultural heritage significance cannot be reduced to a scientific formula.

Generally, the tests of value levels suggested in the Victorian document are that:
There is a *clear association* with the criterion against which the place is being measured
There is visible physical e*vidence in the fabric* of the place
The *historical importance* of the place can be verified

It is assumed in the guidelines that reference to the themes and sub-themes in *Victoria's Framework of Historical Themes* will assist in understanding the events, phases, periods, processes, functions, movements, customs and ways of life in Victoria's history. It should be noted that the Victorian document is concerned only with the assessment of State heritage value, and does not give further assistance with regard to local value.

There are other guidelines, particularly that from Western Australia, which do provide some local assessment guidelines. Each of these existing documents anticipates a level of knowledge and information which will allow the place to be appropriately assessed. Not all have exclusion guidelines. The Victorian exclusion guidelines only help in determining when a place does not reach state significance - there is no assistance in drawing the next line dividing local places from places with no value. The Western Australian guidelines do not draw any distinctions between state and local value.

The Tasmanian guidelines Assessing Historic Heritage Significance (Oct 2011) are the most explanatory - making the clear point that appropriate level of management will often assist in determining appropriate value level - in other words where there needs to be legal controls and at what level these need to be applied to maintain the heritage value of the place. There is a very useful diagram of the hierarchy of heritage value, which indicates that the thresholds are approximate and can vary with example. The guideline diagram also makes quite clear the areas that will not be regulated by law. The Tasmanian explanation of the threshold is as follows:

> ### The local/state threshold
> The local/state threshold is the minimum required value/s that a place must possess to be considered as having historic heritage significance at the state level. In its simplest sense, significance derives from the group of people for whom the place has significance or meaning, or is of special interest. A place may possess significance for any number of people – from an individual to an entire community, to a nation or groups of people from many nations.
> Ultimately, it is this geographic reach which will determine on which statutory heritage 'list' the place is to be included and whether the local planning authority or the Heritage Council has regulatory responsibility of the place.

Note that this definition of thresholds deals only with value - the line to be drawn between State and local places. The basis for the determination of the threshold is not one of ranking but of context in an historical, social and geographic sense.
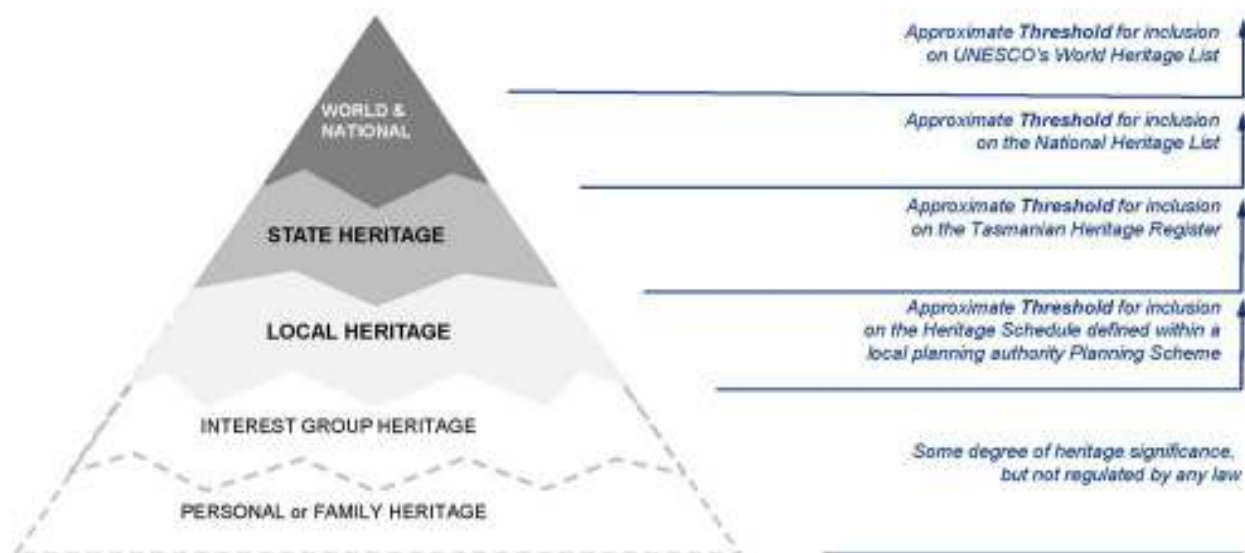
This diagram could also be represented by a horizontal line, as a continuum divided by increasing sections, or by a series of concentric circles (as in the NSW publication).

All the guidelines produced by other States are particularly useful as they contain general statements about the thresholds between State and Local value. This is because each state has only one set of criteria. In South Australia there are two sets of guidelines for inclusion, which creates an awkward divide between assessment and implementation between the two levels.

Recommendation
It is recommended that the two sets of criteria are combined into one appropriate set, for application at either State or local level.

This would then enable a comprehensive guideline document for heritage assessment, which includes thresholds for value, to be prepared, in line with the process in other States.

5.3   Application of One Set of Criteria for Heritage Value

During the course of this study, houses in Mead Street, Peterhead were identified as possible Local Heritage Places. Their listing would assist in the representation of the important class of modest residences constructed in the early years of the twentieth century from timber framing and light-weight sheet metal cladding, usually corrugated iron, but sometimes pressed 'false stone' sheeting.

The assessment of the heritage value of these houses was used as a case study, applying both the criteria for local places and state criteria. The assessment sheets are included in Appendix 4. It was determined that it would be possible to apply the current evaluation process inherent in the State criteria to places of local heritage value, with the concept of a threshold for local value guiding the process.

This case study reinforces the recommendation that the two sets of criteria could be effectively combined into one, and appropriate threshold applied between State and local value.

6.0   30 YEAR PLAN

6.1   Strategic Context

The Port Adelaide Enfield Council (PAEC) is within the Western Adelaide region identified in The 30 Year Plan for Metropolitan Adelaide. The 30 Year Plan sets the target of 4,650 hectares of land to be rezoned for higher density development in this region. PAEC estimates if this is to be achieved in the form of medium-high density dwellings, a net density of at least 35 dwellings per hectare is necessary, equating to a net average allotment size of 285m^2 (*Strategic Directions Report 2012*). Note the eastern part of the Council area also sits within the Northern Adelaide Region where a different set of targets apply, but with generally similar directions about growth along transit corridors and infill in appropriate areas.

The Council's *Strategic Directions Report (SDR) 2012* which considered the implications of the Planning Strategy targets and related policy matters, states:

- that large-scale redevelopment at high density and of multi-storey should be directed to appropriate locations e.g. the Port Centre (p18)

- a review of 21 locations along transit corridors identified in The 30 Year Plan includes locations that could be the subject of future Development Plan Amendments to accommodate growth, but where these are designated Historic (Conservation) or other special character, growth would be directed elsewhere (p21)

- Council is working with Housing SA and is supportive of urban renewal projects in areas where there are concentrations of public housing which is nearing the end of its economic life, which includes locations in Taperoo and Woodville Gardens (p22)

- Consistent with the Planning Strategy, the Heritage Review DPA will seek to address strategies pertaining to heritage and character protection and enhancement. The DPA (amended SOI) includes a review of heritage places (existing register from 1998 and possible additions) and boundaries of Historic (Conservation) and other Character policy areas, associated policies and matters relating to building typologies (p120 and p130)

The SDR points out that the existing residential policy structure, outside of Historic Conservation Areas and Residential Character Zones, already contains policy that is consistent with achieving the Planning Strategy housing targets through infill development and higher density housing types in several locations (p18).

6.2   PAEC Development Plan

The PAEC Development Plan identifies a Residential Zone covering a large area of diverse housing stock. There are 11 Policy Areas, most of which express a minimum site area for a dwelling (or allotment size for land division), ranging from 250m^2-450m^2.

A Suburban Neighbourhood Zone applies to land at Northfield and Northgate and defines areas that promote comprehensive residential redevelopment with site areas of 100-200m^2 depending on dwelling type.

A separate Residential Character Zone contains seven Policy Areas with a similar range of site areas (250m^2-450m^2) subject to what reflects the typical / historical subdivision pattern for the particular Policy Area or an identified street within it. Generally speaking there is less opportunity to divide land / create allotments with smaller site areas in the Residential Character Zone. The Residential Character Zone Policy Areas contain elements of historic character and as referred to previously, 3 of these Policy Areas are overlaid by the Historic Conservation Area

6.3 Potential Impact on the 30 Year Plan Targets for Greater Adelaide

The potential impact of the recommendations in this report on achieving the Planning Strategy housing targets is considered minimal, based on the following:

- A large proportion of the residential areas already contain policy that will assist in achieving the housing targets and only a small proportion of these will be affected by the Heritage Review recommendations;

- Even if there is a potential reduction in infill potential in discrete locations, the PAEC is intending to investigate the potential for transit corridors and centres to contribute to the housing targets;

- Any perceived loss of development potential (through consequent land division restrictions or demolition control) on individual sites recommended for Local Heritage listing or similar heritage protection in areas, is considered justified to ensure a consistent approach to the identification and preservation of the widely appreciated character and historic integrity of Port Adelaide Enfield Council's historic pattern of development and areas and buildings of cultural and architectural significance.

7.0   REVIEW RECOMMENDATIONS

The summary recommendations of this Heritage Review are that:

- Further research be undertaken to identify additional places and possibly areas, representative of the following themes in the historical development of the Council area:
  - Cultural landscapes;
  - Provision of utilities;
  - Appropriate representation of particular periods of housing/style development in C20th;
  - SAHT housing in the former Enfield Council area including Croydon Park and original housing in Clearview;
  - Local and corner shops;
  - Agricultural sites/landscapes/buildings; and
  - Railway bridge evidence/ Port River wharf piles.

- When considering potential additional places, the heritage place assessment sheet be adapted to include a statement of thematic representation and a statement of comparative significance.

- Further research be undertaken with respect to the extent of the Historic Conservation Area including:
  - The possible inclusion of the Largs Bay 1914 subdivisions - Wattle Street, Hampton Street, Windsor Street and cross streets to Wills Street within the Historic Conservation Area covering Semaphore/Largs Bay (Policy Area 72).
  - The possible inclusion of the suburb of Clearview (north of Gordon Avenue) where the historic 1920s 'garden suburb' pattern of development (rather than built form itself) is the principal feature of heritage significance in town planning terms. The area affected is in the Residential Zone (Policy Area 64 – Residential East); and
  - The possible inclusion of the central area of the 1858 Portland Estate subdivision. This area sits within Policy Areas 52 and 53 of the Regional Centre Zone.

- A review of the boundaries of the existing Residential Character Zone and its Policy Areas be undertaken to determine whether any expansion or reduction of these boundaries is appropriate.

- A more detailed review of those parts of the Residential Zone that have been excluded from the Government's Residential Code on the basis of satisfying the former Minister's requirements for historic character be undertaken. This should consider whether these areas should be included within the Residential Character Zone.

- Appropriate protection and management be afforded for any additional places and areas via the Port Adelaide Enfield Development Plan. In particular, that following the above mentioned further research and review, and in consultation with the Department of Planning, Transport and Infrastructure, a revised Statement of Intent be prepared for a Local Heritage Development Plan Amendment to amend the Development Plan.

- Council advocate to the State Government that it:
  - develop one set of heritage listing criteria when planning and heritage legislation is being reviewed by State Government, in line with heritage practice in other States, instead of the present arrangement of separate and different criteria for Local Heritage places and State Heritage places. (Council may wish to consider preparing a draft set of criteria as a basis for discussion with, refinement and adoption by the State Government.)
  - prepare Guidelines for the application of thresholds of relative value, based on a workshop by practitioners experienced in heritage value assessment and management. These guidelines should also provide a clear indication of the distinction between heritage value and character.

- develop a set of criteria for local heritage areas in lieu of Historic Conservation Areas or Zones (Council may wish to consider preparing a draft set of criteria as a basis for discussion with, refinement and adoption by the State Government.)
- commission the preparation of South Australian Thematic History Guidelines, based on advice from heritage practitioners and professional historians.

- The State Heritage Unit be requested to undertake:
  - additional research of individual places within the existing State Heritage Area that may be appropriate as individually listed State Heritage places.
  - further assessment of complex State Heritage listed site heritage sites in greater detail as resources permit.

APPENDICES

APPENDIX 1: PORT ADELAIDE ENFIELD HISTORICAL THEMES MATRIX

Themes	1. *Creating Port Adelaide Enfield's physical environment and context*	
	This theme is concerned with the creation of the settlement of Port Adelaide and Enfield. It involves the pattern of land division and establishment of communities which then developed over time.	
	It is also concerned with the identification of any remnant natural environment which includes the mangrove swamps in Port Adelaide and reserves of original vegetation in Enfield. The introduction of street planting and reclamation of land is also an important part of this theme.	
Up to 1850 - topography & pioneering	Old Port + river/sea banks mangrove & tidal swamps SA Co blocks Main linking roads 1846 Hundreds proclaimed	Gepps Cross road junction
1851 - 1865-70? Initial settlement	Development of Port at current location & to coast due to railway connections Yatala still rural - farmland	Villages – Dry Creek Sec 981 Embankments along Port River & creeks [Portland] Montpelier Square, Portland Company Square, Alberton
1870-1885 Consolidation and boom		Alberton Railway reserve planting of plane trees
1885 - 1914 depression & social change		Dry Creek embankments (?) Lady Gowrie Drive Norfolk Island pines
1915-27 War and change	'Town Planning' era	St Alban's Reserve, Clearview **– 1920s-40s** Folland Avenue palms
1928-1945 Depression, industrialisation and War		Palms along Port Road/Commercial Road Jenkins Street, Rosewater
1946 - 1979 Immigration, social change and postwar redevelopment		1953 – Folland Park

Themes Government	2. *Governing Port Adelaide Enfield*	
	The governance of the Council area has evolved from the development of District Councils in both Port Adelaide and Enfield, and the amalgamation of these into the two cities, and then the amalgamation of the two cities into Port Adelaide Enfield as it is today. The Government of Port Adelaide Enfield includes both the servicing and protecting of its population. The normal governance of Local Government areas included a range of issues, many of which had State government origins, including the enforcement of customs, law and order and defence, and fire protection and the provision of utilities. In addition Port Adelaide had the additional governance issues of the Port itself and the evolution of Port controls in this area.	
Up to 1850 - topography & pioneering	DC of Yatala 1853 (DC of Yatala South 1868 – south of Dry Creek)	1848 North Parade Post Office
1851 - 1865-70? Initial settlement	DC of Alberton & Queenstown 1864 ⟶ Port Adelaide 1884 DC of Portland 1859 ⟶ Port Adelaide 1884 DC of Glanville 1864 ⟶ Semaphore 1883	1860 – Port Adelaide Enfield Council Chamber, Port Adelaide 1860 – Port Adelaide Police Station, Courthouse & Customs House 1860 Port Adelaide telegraph office (Nth Pde)
1870-1885 Consolidation and boom	DC of Birkenhead 1877 ⟶ Port Adelaide 1886 1882 Fort Largs DC of Rosewater 1877 ⟶ Port Adelaide 1899 Corporation of Semaphore 1883 (including Glanville DC & LeFevre Pen DC) ⟶ PA 1900	1876 - Port Adelaide Town Hall 1877 – Rosewater DC Chambers, 39 Grand Junction Rd 1880 – Semaphore Water Tower c1880 – House & cell building (former Police Station), Queenstown 1881 Semaphore Post and Telegraph Office 1881 – Semaphore Fire Station, Hall Street 1882 – Academy (Fort Largs), Taperoo 1883 Customs Boarding Station, Semaphore 1885 Largs Bay Post Office
1885 - 1914 depression & social change	Corporation of Port Adelaide 1895 1898 Alberton & Queenstown ⟶ Port Adelaide 1900 City of Port Adelaide	1890 Semaphore Police Station & Cell building
1915-27 War and change		1919 Birkenhead Navy Drill Hall 1923 Osborne Power Station 1925 – Semaphore Soldiers Memorial 1926 – Fmr Waterside Workers' Federations Hall, Port Adelaide
1928-1945 Depression, industrialisation and War	1935 DC Enfield (formerly South Yatala)	1933 Gepps Cross Police Station

1946 - 1979 Immigration, social change and postwar redevelopment	1953 City of Enfield	

Themes Institutional	3. *Establishing Port Adelaide Enfield's State based institutions* Port Adelaide Enfield is an area which is closely associated with a range of State Government initiatives. In Port Adelaide these relate to Port facilities, industries and coastal defence facilities including Fort Largs and the Torpedo Station, while in Enfield it involves State enterprises which required a large area of land including the sewage farm, the Yatala Prison, the Hampstead Centre, the Infectious Diseases Hospital and the Railway Yards. Each of these State based facilities had a significant impact on the development of the Port Adelaide and Enfield areas. [Note: places or parts of places usually State listed already]	
Up to 1850 - topography & pioneering		
1851 - 1865-70? Initial settlement		1854 Dry Creek stockade ⟶ Yatala Labour Prison
1870-1885 Consolidation and boom		1876 – Port Adelaide Customs House 1882 – Islington Sewage Farm, Regency Park [1882 Fort Largs]
1885 - 1914 depression & social change		1885 Torpedo Station (mines), North Arm 1891 – Islington Railway Workshops, Kilburn
1915-27 War and change		1922 Enfield Receiving Home 1920s TB Hosp – Admin Building
1928-1945 Depression, industrialisation and War		1932 Infections Diseases Hospital
1946 - 1979 Immigration, social change and postwar redevelopment		

Themes Residential	4. Living in Port Adelaide Enfield	
	This theme deals specifically with the physical provision of housing for the population of the Council area. It looks at the development of housing in each of the periods, and the styles which resulted. It includes the processes of provision of housing through speculation, private development and through Government, particularly the involvement of the South Australian Housing Trust developments throughout the area from the 1930s onward (mainly concentrated in Enfield). The scale of residential buildings is also an important element in the description of the development of housing.	
Up to 1850 - topography & pioneering	Early villages - some continuing, some vanishing	
1851 - 1865-70? Initial settlement	Blackler St, Semaphore	1850s – 'Pine Forest', Enfield 1850s – 'Barton Vale', Enfield [and 1880s] 1856 – Fmr 'Glanville Hall' dwelling, Semaphore c1860 – Semi-detached houses, 13 Exmouth Rd, Exeter c1860 – House & fence, 3 Harris St, Exeter c1860s – House, 5 Blackler St, Semaphore 1860s – Queens Street housing, Alberton Pre1864 – Dwelling, 6 Newman St, Semaphore 1867-9 – Two storey house, 87 Dale St, Port Adelaide 1868 – former two-storey house, Women's Health Care Centre, 56 Dale St, Port Adelaide Long St, Queenstown
1870-1885 Consolidation and boom	Semaphore Rd houses	14 Ralston St, Largs Bay c1870 – House, 11 Blackler St, Semaphore 1870s – Cannon St, Leadenhall St, Quebec St houses, Port Adelaide 1870s – Single-storey row houses, Ship Street, Port Adelaide 1870s – Two-storey house, Dale St, Port Adelaide 1870s – Two-storey semi-detached houses, Dale St, Port Adelaide 1870s-80s – Mead Street row houses, Birkenhead 1870s-80s – Houses (some semi-detached) Blackler St Semaphore 1870s-80s – Semaphore Rd houses (some semi-detached), Exeter & Semaphore 1870s-80s – Former house, Funeral Home, Semaphore Rd 1870s-80s – House & fence, 806 Torrens Rd, Rosewater c1870s – Semi-detached house, Leadenhall St, Port Adelaide c1870s – The Minories houses, Port Adelaide 1875 – Semi-detached houses, Dale St, Port Adelaide c1875 – Houses, Dale St, Port Adelaide 1879 – Dwelling, 'Bute Tce', Semaphore 1880s – House, 10 Union St, Semaphore c1880 – House, Windsor Gr, Klemzig

		c1880 – Dwelling & Shop, Port Rd, Queenstown
		c1880 – Newman St houses, Semaphore
		c1881 – 'Jagoe' Dwelling, 68 Esplanade, Semaphore
1885 - 1914 depression & social change	Houses constructed of 'tin' – workers dwellings - Rosewater/Canning St, Woolstores area, Aberdeen St, Brock St, Mead St Farmhouses /Enfield eastern areas Railway workers houses – Foremost Court, North Haven	1880-90s – Houses, Esplanade, Largs Bay 1886 – Shop & dwelling, Dale St, Port Adelaide c1890 – Osborne 'Glen Arif' house (sec. 749) [Le Fevre Recreation Centre 1953] c1890 – House 'Kananda', Regency Rd, Croyden Park c1890 – Former shop/pot office & dwelling, Northfield c1890s – Houses, Dale St, Port Adelaide 1891 – Kur Yerlo Centre (former Orphanage), Largs Bay 1891 – 'Kembla' House, St Vincent St, Port Adelaide c1895 – House, River Valley Drive, Windsor Gardens 1899-1903 – Arberdeen St houses, Port Adelaide 1899-1903 – Bower Cres houses, Port Adelaide c1900 – Fmr Largs Bay College, Esplanade, Largs Bay c1900 – 'Montrose', Largs Bay c1900 – Two-storey dwelling, 64 Esplanade, Semaphore c1900 – House, 2 Lawson Ave, Clearview c1900 – House, Second Ave, Klemzig c1900 – House, 26 lagonda Drive, Windsor Gardens c1900 – Two-storey house, 65 Esplanade, Semaphore c1902 – House ('Weidenhofer'), Clarence Ave, Klemzig c1905 – Railway workers houses, Foremost Crt, North Haven c1910 – House, Torrens Rd, Croyden Park c1910 – Semi-detached houses, Churchill Rd, Kilburn c1910 – House, North East Rd, Manningham c1910 – House, Pitman Rd, Windsor Gardens c1910 – House (pt Thomas Turner Reserve) Nelson Rd, Valley View c1910-20 – Houses, Kintore Ave, Kilburn 1911 – House, 13 Nile St, Port Adelaide c1915 – House, Northcote St, Kilburn c1915 – House, Murray Ave, Klemzig c1920 – House ('Tregoweth'), Bray St, Klemzig c1920 – House ('Pitman' residence), Pitman Rd, Windsor Gardens Abattoirs houses 1909/Railway houses 1911 Hillcrest house 1910 Windsor Gardens 1902-1920s 37A Elder Rd, Birkenhead

1915-27 War and change	[New subdivisions] - Town Planning – Enfield suburbs Town Planning Act repealed 1930	Hampstead Gardens houses 1920s – House, Angas St, Alberton
1928-1945 Depression, industrialisation and War	SAHT 1936 – Croydon Park 1937 – Rosewater [changes from rural to residential in Enfield]	1937 – First SAHT Dwellings, Rosewater c1930 – Houses, North East Rd, Manningham

1946 - 1979 Immigration, social change and postwar redevelopment	• SAHT 1945 – Enfield
	                      1940s-50s – Blair Athol, Mansfield Park
	• SAHT and Migrant 1954 – Klemzig, Gilles Plains, Hillcrest, Northfield, Windsor
	                          Gardens, Clearview – prefab
	                      1960s - Islington
		1954 – English and German prefabs – SAHT
		1951 – Gepps Gross Migrant Hostel – Nissan huts

Themes Commercial	5. *Building Port Adelaide Enfield's commercial base*			
	The commercial functions of Port Adelaide Enfield are based on a range of activities. The commerce associated with the Port and the provisions of materials and supplies to maritime activities is notable, and general retail endeavours in the Port Adelaide Enfield area form an important part of this theme. Other commercial providers such as banks, hotels, restaurants and tourist based commercial activities are also notable.			
	PORT	**FINANCIAL**	**RETAIL**	**HOTELS**
Up to 1850 - topography & pioneering	1849 – Fletcher's Slip			1840s – O G Hotel 1847 – British Hotel 1848 – Alberton Hotel
1851 - 1865-70? Initial settlement	North Parade + Lipson Street 1864 - Weman's sail loft 1857 - SA Maritime Museum/warehouse	1859 - Union Bank, Port Adelaide [+1923] c1860 Lewis & Webb office	1850-51 – Central Buildings, Port Adelaide	1855 - Port Dock Hotel 1856 - Railway Hotel, Port Adelaide 1859 – Gepps Cross Hotel 1859 – Lord Exmouth Hotel, Exeter 1856 – Portland Hotel 1855 – Prince of Wales Hotel 1850+ - Semaphore Hotel 1866 – Federal Hotel & buildings, Semaphore 1865 – Golden Port Tavern & two-storey row shops (Former Globe Hotel),
1870-1885 Consolidation and boom		1879 - Divett Chambers offices, Port Adelaide 1882 – Coop Society Office, Exeter 1882-83 – Fmr Largs Bay Land & Investment Company Shop, Jetty Road 1885 Bank of Adelaide, Port Adelaide	1870 – Bower Buildings, Port Adelaide c1870 – AWB Buildings, Port Adelaide c1870s – House, 23 Denman St, Exeter c1870s – Single-storey row shops, St Vincent St, Port Adelaide c1870 – Two-storey (some row) shops, St Vincent St, Port Adelaide 1870s – Row shops & dwelling, Semaphore Rd 1870s – Two-storey row shops, Semaphore Rd 1877-79 – Two-storey shop, Lipson St 1878 – Lass O'Gowrie stables, St Vincent St, Port Adelaide c1878 – Three storey shop (former Crooks & Booker store), Commercial Rd 1870/80s – Two-storey row shops, Commercial Rd, Port Adelaide 1880s Port Rd, Queenstown 1880s - Alberton corner shop, 771 Torrens Rd 1880s – Two-storey shops, Semaphore Rd	1870s – Cumberland Hotel, Glanville 1870s – Port Anchor Hotel (former Kent) 1870-80s – Colac Hotel 1878 – Birkenhead Tavern 1879 – Newmarket Hotel 1879 – former Kew Hotel, Semaphore 1879 – Exeter Hotel 1880s – Alberton Hotel 1882 – Largs Pier Hotel c1880 – Windsor Hotel c1880 - Britannia Hotel

			c1880 – DeSouza Bakery, Port Adelaide 1883 - St Vincents Chambers, shops and offices 1883 – Single-storey shop, Lipson St 1884-88 – Warehouses St Vincent St c1885 – Shop & dwelling, Semaphore Rd	
1885 - 1914 depression & social change	1884 – St Vincent St warehouses	1906 – Fmr Savings Bank of South Australia, Port Adelaide	1890 / 1910s – Sussex Street, Alberton c1890 – Two-storey row shops, Semaphore Rd 1898 – Bower Buildings expansion, Port Adelaide c1900 – Two-storey row shops, Commercial Rd, Port Adelaide c1900 – Corrugated iron shop & workshop, Rosewater 1906 – Jaffer's Furniture Store, Port Adelaide 1914 – Semaphore buildings – two-storey row shops, Semaphore Rd	c1890 – O G Hotel 1908 – Glanville Hotel
1915-27 War and change			1900 – Pudney's Carp. Shop, 5 McNicol, Rosewater 1914 – Semaphore Building (shops), 21 Semaphore Rd c1920 – Warehouses, 75-77 & 79 Churchill Rd Nth, Dry Creek c1920 – Single storey row shops, Commercial Rd, Port Adelaide 1920s – Dwelling & former chemist shop, Semaphore Rd 1921 – Two-storey row shops, St Vincent St, Port Adelaide	1910+ - Coffee Palace, Esplanade, Semaphore 1925 – Federal Hotel & buildings expansion, Semaphore
1928-1945 Depression, industrialisation and War				1930s – Port Anchor Hotel (Kent) expansion 1936 - Prince of Wales Hotel, Queenstown
1946 - 1979 Immigration, social change and postwar redevelopment				1963 – Hotel Enfield

Themes Primary Industry	6. *Transforming the land and dev'g agricultural production* This theme holds particular weight in the development of Enfield which was surveyed and taken up as farming land from the first days of settlement, in comparison to the densely settled and highly industrial areas of Port Adelaide.	
Up to 1850 - topography & pioneering	Klemzig 'strassendorf' settlement 1840s	
1851 - 1865-70? Initial settlement	Early farms and pastoral activities	
1870-1885 Consolidation and boom	1867 drought	1880s – Fmr Elder, Smith & Co Woolstores, Port Adelaide
1885 - 1914 depression & social change	1884-6 drought	1900 Manningham stables 1913 Abattoirs, Gepps Cross 1907 - Goldsborough Mort woolstores
1915-27 War and change		
1928-1945 Depression, industrialisation and War		1938 – Former Dalgety's Wool Store, Port Adelaide 1940s – Elders, Smith & Co Woolstore, Port Adelaide
1946 - 1979 Immigration, social change and postwar redevelopment		

Themes Secondary Industry	7. *Building Port Adelaide Enfield's industries and workforce* This theme is also clearly divided between the industries (apart from ship building) which were closely tied to the Port area, including flour milling, smelting, sugar refining, oil storage and motor car production, and those industries which required larger expanses of isolated land like the noxious industries which clustered around Dry Creek - leather tanning, bone rendering, soap making, salt extraction works and the production and storage of explosives.		
Up to 1850 - topography & pioneering			
1851 - 1865-70? Initial settlement	Flour milling - Port Adelaide Copper smelting - Port Adelaide		Easom's farm equipment, Main North Rd, Blair Athol
1870-1885 Consolidation and boom	Smelting – Dry Creek		c1880 – Stone Warehouse (Quin's), Kyle Pl, Port Adelaide
1885 - 1914 depression & social change	Railways – employment & apprentice training		1885 onwards – Fmr Hart's/Adelaide Milling Company Flour Mill complex, Port Adelaide ? Merhtens boiling down works – Kilburn 1891 CSR Refinery 1901 Shell Depot / Oil storage, Birkenhead 1906-7 – Fmr HL Vosz Offices & Paint Factory, Port Adelaide 1913 Wallaroo Fertiliser 1914 Adelaide Cement
1915-27 War and change		Before 1930 • GMH, Birkenhead • Ford, Largs • SA Gas, Osborne	Burford's soap works 1922 (closed 1957) Dry Creek (red sheds) 1922 Osborne shipyards & power station 1914 Silicate Brick Co, Taperoo
1928-1945 Depression, industrialisation and War			• ICI Salt pans, Dry Creek • Arkaroola Uranium processing, Dry Creek • Simpsons (1938) 1939 – Factory, Fmr BALM Paints, Port Adelaide 1940s – Tubemakers of Australia Tube Mills, Kilburn 1941 – Factory & Administration building (Beckers), Dudley Park
1946 - 1979 Immigration, social change and postwar redevelopment			

Themes Health	8. *Providing health and welfare services* This theme is one which is general across all settled areas, and in Port Adelaide Enfield it relates to the provision of water supply and drainage, hospital facilities, individual doctors and clinics and social welfare services including the Aboriginal Boy's Home and other such welfare arrangements.	
Up to 1850 - topography & pioneering		
1851 - 1865-70? Initial settlement	Thorndon Park Res – water to Port Adelaide from 1866	1862 – Casualty Hospital (next to Police Station)
1870-1885 Consolidation and boom	1879 North Adel Tank 1878-80 Semaphore Water Tower + embankments + sluice gates	1874 – St Margaret's Hospital, Semaphore South 1884 New Casualty Hospital, Nile Street
1885 - 1914 depression & social change		1891 – morgue on Powder Mag. Reserve 1891 – House, 209 Lady Gowrie Drive converted to orphanage R.C. date? 1895 – 'Warrinilla' Dwelling (Dr Bollen's Surgery) Semaphore 1906 – Wolverton Private Hospital, Semaphore, est as LeFevre Casualty Hospital
1915-27 War and change	Sewer system 1917 Port Adelaide, Portland, Alberton, Queenstown	
1928-1945 Depression, industrialisation and War	1920s Typhoid from untreated sewage ⟶ 1935 Port Adelaide 'sludge treatment plant'	c1930s – Hillcrest Hospital Buildings, (Fmr Northfield Mental Hospital), Oakden c1930 – Former Morris Hospital Administration Building, Northgate 1932 – Hampstead Centre Admin. Building, Northfield
1946 - 1979 Immigration, social change and postwar redevelopment		1971 – Strathmont (hospital/home fordisabled) 1946 - St Francis [Aboriginal] Boys Home (Glanville Hall)

Themes Education	9. *Educating Port Adelaide Enfield's people* This theme is one which is general across all communities, but within Port Adelaide Enfield the development of private schools which were then replaced or augmented by public schools after the passing of the Education Act in 1875, the development of tertiary educational facilities, the establishment of Institutes including the Maritime Institute in Port Adelaide and other facilities which provided education within the Council area.	
Up to 1850 - topography & pioneering		
1851 - 1865-70? Initial settlement		Port Adelaide Primary School 1869 – St Joseph's School / St Mary's 1863 – LeFevre Penin. P.S.
1870-1885 Consolidation and boom	1875 Education Act – public schools	1876 – Port Adelaide Institute 1876 – Port Adelaide P.S. 'Model' 1884 – Semaphore Institute (Ozone Cinema, Town Hall)
1885 - 1914 depression & social change	1885 - Railway Workshops apprentice training	1892 – Alberton Primary School, Queenstown 1897 – Dominican School, Semaphore 1901-1907 – Gilles Plains Primary School, Hillcrest 1914 - Chicago P.S. Kilburn 1892 – Ethelton Primary School 1907 – LeFevre School expanded - 1910 + H.S. ⟶ 1915 Woodville
1915-27 War and change		1917 – St Joseph's 1920s – Port Adelaide P.S. 'Model' Expansion 1923 – Largs Bay Primary School 1925 – Ethelton Primary School expansion
1928-1945 Depression, industrialisation and War		
1946 - 1979 Immigration, social change and postwar redevelopment		1947 – Blair Athol P.S. 1959 – Croydon Park P.S. 1956 – Gepps Cross Girls High School 1956 – Hampstead P.S. 1953 – Hillcrest P.S. 1953 - Taperoo P.S. 1962 – Taperoo H.S. ⟶ Ocean View College 1967 – Largs North P.S. 1980s - TAFE

Themes Communications & Transport	10. *Connecting Port Adelaide Enfield to SA and beyond* All communities require links between themselves and other communities, particularly with their capital cities, ie, Adelaide. Port Adelaide was specially places to provide post and telegraph offices, and maritime measurement facilities at the Port. The area was criss-crossed by roads which provided access from Port Adelaide to the mines to the north and the river to the east. The development of Outer Harbor and other transport facilities including trains and tram services are also significant within this theme.	
Up to 1850 - topography & pioneering	Main roads north and east/Gepps Cross • Grand Junction Road • Port Road • Main North Road Ferries across Port River, bullock drays north south	
1851 - 1865-70? Initial settlement	Railway 1856 Adelaide to Port Adelaide (initially to Port Dock) 1868 Port Adelaide/Dry Creek to Gawler 1856 Road to Rosewater from Port Adelaide	Dry Creek Railway Station (Gawler line) 1856 – Alberton Railway Station, platform, footbridge 1857 – Southern abutment remains of 1857 North Arms Road Bridge 1860 – Semaphore Jetty 1859 – First St Vincent Street bridge 1867 - Port Adelaide Telegraph Office 1869 - South Neptune Island lighthouse
1870-1885 Consolidation and boom	1878 Railway to Glanville & Semaphore 1878 Jervois Bridge/rail + road 1882 railway to Largs Bay Tramways – Port Road 1884 – Largs & Semaphore Esplanades joined	1874-75 – Semaphore Timeball Tower 1878 – Semaphore R/W Station + 1941 1881 – Semaphore Post & Telegraph Office (earlier timber) 1883 – Gepps Cross Post Office
1885 - 1914 depression & social change	1908 railway to Outer Harbour 1891 – railways taken over by SAR	1882 – Largs Bay Jetty c1885 – Port Adelaide Goods Shed R/W (Port Dock Museum) 1885 – Largs Bay Post Office 1890? – Northfield Post Office 1912 – Dry Creek Post Office (new – earlier existed)
1915-27 War and change	1916 – Commercial Road to Glanville railway link [Ethelton Railway Station] 1917 – electric trams	1926 – Outer Harbor Railway Station, North Haven 1916 – Railway Bridge and viaduct, Commercial Road
1928-1945 Depression, industrialisation and War		1940 – Birkenhead Bridge 1941 – Semaphore Railway Station (new) 1941 – Outer Harbor Pilot Station
1946 - 1979 Immigration, social change and postwar redevelopment		

Themes Recreation, Religious & Community Services	11. *Building community life* Port Adelaide Enfield developed a range of cultural and creative enterprises which provided the population with such facilities as libraries, museums, parks, sporting facilities, club rooms and band rotundas. The coastline of Port Adelaide provided sailing clubs and marinas, seaside facilities and kiosks and fun fairs for community entertainment. In addition religious facilities were developed through the establishment of parishes and dissemination of various denominational groups who all constructed churches, halls and other facilities. The funeral parlours and cemeteries which are associated with death of a population also form part of the story of a community.	
Up to 1850 - topography & pioneering		1837 – Klemzig Lutheran Cemetery
1851 - 1865-70? Initial settlement	Coppin's theatres [Semaphore and Port Adelaide]	1856 -1867 – St Clements Anglican Church & cemetery, Blair Athol 1854 - St Georges Anglican C, Alberton 1856 – Port Adelaide Medical Centre (former Presbyterian Church) 1857 – Alberton Methodist (Uniting) Church 1858 – St Mary's Catholic Church & Hall, Port Adelaide 1860s – St George's Anglican Church Hall, Alberton 1862 – Alberton Baptist Church 1866 – Legacy Hall (former IOOF Hall), Port Adelaide 1867 – Semaphore Wesleyan Methodist (Uniting) Church 1868 – Port Adelaide Uniting (former Congregational) Church\ 1869 – Queenstown Church of Christ
1870-1885 Consolidation and boom	1884 – Largs & Semaphore Esplanades joined	c1870s – Funeral Home (Fmr shop & house), Alberton 1872 – Primitive Methodist Chapel, Grand Junction Rd, Rosewater 1876 - Formby Memorial Drinking Fountain 1878 – St Bede's Anglican Church & Rectory, Semaphore 1881 – Fos Williams Grandstand, Alberton Oval 1881 – Pioneer Park (former cemetery), Enfield 1882 – Semaphore Baptist Church
1885 - 1914 depression & social change		1886 – Enfield Methodist Church, Sefton Park 1888 - Semaphore Bat hs 1896 – Northfield Methodist Church 1905 – St Pauls Anglican Church, Port Adelaide c1910 – Northfield RSL Hall 1910 – Largs Bay Anglican Church, Musgrave St c1910 – St John's Spiritual Church, Port Adelaide 1911 – Semaphore Masonic Hall & buildings 1911 – Semaphore Church of Christ, Military Rd 1913 – Printers (former Salvation Army Hall), Dale St, Port Adelaide 1914 – Sacred Heart Roman Catholic Church, Semaphore

| 1915-27
War and change | | 1918 – Anglican Hall, Kilburn
1918 – Port Adelaide Workers Memorial, St Vincent St
1919 – Soldiers Memorial Hall, Semaphore
1920 – Odean Start Cinema, (Wondergraph), Semaphore
1924 – Alberton Ozone Theatre
1922 – Semaphore Palais
1925 – Soldiers Memorial Clock, Semaphore |
|---|---|---|
| 1928-1945
Depression,
industrialisation
and War | Swimming clubs in Port River, Port Dock and Portland Canal | 1929 – Klemzig Uniting (Methodist) Church
1928 – Carousel Rotunda, Semaphore
1928 – Port Adelaide Masonic Centre
1929 – Soldiers Memorial Hall, Semaphore
1930 – Devon Park Congregational Church (former)
1931 – Kilburn Progressive Hall |
| 1946 - 1979
Immigration,
social change and
postwar
redevelopment | | 1946 – Enfield Cemetery
c1948 – Convent of Our Lady of the Sacred Heart, Kilburn
1953 – St Brigid's Catholic Church, Kilburn
1970 – Parks Community Centre |

APPENDIX 2:
CURRENT SUBURBS AND HISTORIC LAND DIVISION DETAILS

Council	Suburb	Date	Section	GRO/LTO	Hundred
PA	**ALBERTON**		*422, 423, 2300, 2300A, 699, 454, Glebe*		Yatala
	Alberton	1839 [1854]	423	GRO 410 of 1854 571,1406,1496, 535, 819, 851, 959, 2766	
	Alberton/Rosewater	1864	699p	CT 45/146 [WHGray]	
	Alberton/Rosewater	1865	699p	CT57/33 [SA Gas Co]	
	Alberton East	1911	420, 423	1958, 2260, 2297	Sec 420=Oval Mostly out of area
	Glebe	1912	2300A	2017	
ENF	**ANGLE PARK**		*401, 402, 403, 404*		Yatala
	Angle Park	1920s 1957	401, 402, 403	6149, 6468, 7164, 7165, 7361, 7362	
PA	**BIRKENHEAD**		*700-703, 902, 916, 2012*		Port Adelaide
	Bridgetown	1854	702	610/1855, 336	
	Bridgewater	1855 1911	700, 701, 703	597, 4207, 4208, A7519	
	Sandwell	1857 1878	916p	58/1857, 744, 1116, 1318	
	Birkenhead	1861 1864	700 2012, [1082,1081,1083]	43/1864. 491, 555, 1440, 4202, 4309	
	North Birkenhead	1876	2012	491	
ENF	**BLAIR ATHOL**		*355 - 360*		Yatala
	[Dingley Dell	1882	354p	1340]	*DD Out of area*
	Pendleton	1884	360	1368	
	Enfield North	1885	356, 357	1398,3035,3057, 3058,4335,	
	Enfield North extension	1900	356, [332 Clearview]	1591, 14/1953	
	Blair Athol	1905 1953	[354p],355 357	5179	
	Northgate	1923	358		
	Bosworth Park	1925	359, [362 Kilburn]	3284, 3473, 3575, 3892	
	Northgate extension(Enfield North)	1926	356,357	3416, 3448, 3720	
ENF	**BROADVIEW**		*329, 330, 331*		Yatala
	Broadview	1916	[327, 328], 329, 330, [344, 345, 346]	2417,2734, 4675, 5375, 5417, 155/1954, 8305	*Mostly out of area*
	Olive Farm Estate	1919	330, 331	2604, 3259, 4110, 4489	
	Broadview Gardens	1924	330	3260, 4308	

Council	Suburb	Date	Section	GRO/LTO	Hundred
	Brightview Estate	?	331	4308?	
	Broadview	1952	330, 331	4675, 5375, 5417	
ENF	**CLEARVIEW**		*331 - 335*		Yatala
	Clearview	1922	331, 333, 334p, 335, [336, 338p]	2964, 2971, 2983, 5102, 4688?, 4690, 4755, 4807, 5453	*Some out of area*
	Enfield Extension	1925	331, 332, 333	3418, 5076	
ENF	**CROYDON PARK**		*393 - 397, 2068*		Yatala
?	Thowville	1885	397	1389	
?	Elgin	1891	397	1473,1600	
	Croydon Park	1912	375, 376, (393-5?)	1987, 2395, 2525, 2559, 3150, 3399, 4001, 4041, 4251	Check
?	Woodlands	1922	396, 395	2748	
	Croydon Park	1925	394	3421	Scott Griffiths
	C P Extension	1925	394	3422	
	Croydon Park North	1925	396, 2068	3332	
	Croydonville	1927	396	3677	
	Laurel Park	1926	397	3656, 4421	
ENF	**DERNANCOURT**		*508*		
	Beefacres	?	508p	?	
ENF	**DEVON PARK**		*375*		Yatala
?	Bywell	1898	374, 375	1564	
	Devon Park	1920	375, 374	2642, 2641, 3642, 3748	
PA	**DRY CREEK**		*920, 977 - 79, 980 - 989, 1000 - 01,*		Port Adel/Yatala
	Ashby	1859	977, 978	13	
	Dry Creek	1868	981, 987, 1000, 97, 1007	223, 5068, 5445	Port Adelaide
	The Levels Estate	1909	985, 987, 1002, 1003, 983p, 982, 986, 992, 1005, 1006, 1007, 1008, 1009, 1010, 1012, 1013, 1014	57/1909, 1767	
	Burford Gardens	1922	1001	2904, 5068	Port Adelaide
ENF	**DUDLEY PARK**		*378, 377, 376, 889, 890, 891, 998, 775*		Yatala
ENF	Islington	1839	376,377 [380 Regency Park - railway]	LTO C2162 2339	
	Islington	1896	376, 377	33/1898 - W E Bagshaw's plan & 1452, 4071, 4474, 2321	
	Dudley Park	1909	[370 Kilburn], 376, 377, 890	1749. 3219, 3487, 4372, 4374, 8169, 7559	
?	Carnarvon	1922	376	2961	
ENF	**ENFIELD**		*337 - 343*		Yatala
	Enfield	1842	342	Survey B GRO	

Council	Suburb	Date	Section	GRO/LTO	Hundred
	Enfield	1851	342, 330, 339, 342	Bk 2 p78, Bk 11 p78, 4279, 3115, 3674, 4055, 4268, 4364, 4436, 2976, 4451, 5060, 5080, 4654, 4685, 4770, 4889, 5613, 5614, 6878, 6868, 8208, 8466	
	Poor Man's Section	1843	340	1851	
	Enfield Park	1880	343, 344	2127, 973	
	Barton Vale	1922	340, 341p	2976, 5016, 5446	
PA	**ETHELTON**		*898-900, 904-06, 910-14*		Port Adelaide
	Glanville *[Le Fevre's Penin]*	1865	910, [907 Glanville], 912, 913	147, 804, 315, 944	
	Thornton	1872	906	307	
	Ethelton	1874	905, 914	384, 434, 5439, 5714	
	Glanville Hall Estate	1875	904, [887, 890, 891, 892 Sem Sth], 899, 900	1900, 2056, 3561	
PA	**EXETER**		*1102 - 1109*		Port Adelaide
	Exeter	1850	1104-1107		
	Bath	1851 1895	1105	CT599/69	
	Fisherville	1852 1875	1104p	435	
	Greenwich	1853	1109	Bk 18 p45	
	Staplehurst	1853 1881	1107p	1064	
	Davies Town	1853	1107p	Property Book p395, Appn 1186, 21783	
	Waterville	1857	1108	304/1857	
	Peterhead	1860	1103 [part in Birkenhead]	CT 15/75, 76	
	Farnham	1872	1102	387	
	Exeter	1882	1106	1228	
ENF	**FERRYDEN PARK**		*398 - 401*		Yatala
	Ferryden Park	1856	398p	268/1856	
	Ferryden Park	1924	401, 399, 400	3144, 4782, 4925, 4968, 4969, 4970, 4971, 4972, 4973, 5481, 5509, 5519, 5538, 6023, 9585	
ENF	**GEPPS CROSS**		*97, (720?)*		Yatala
	Gepps Cross	1842 1961	97 97	7951, 7952, 9966	
	Montague Farms	1858	97	198/1858, 2271	Yatala/PA
	Waldaree Park	1927	97	3665	Port Adelaide
ENF	**GILLES PLAINS**		*312-3, 2059, 2060, 507, 504*		Yatala
	Strathmont	1925	504, 507, 2060	3319	
	Gilles Plains	1962	504, 507 ,313, 2059, 2060, 721, (1567, 3041, 525, 1566 Out of Area)	7318, 7319, 7439, 6355, 5770, 6503, 3319, 5827, 6631, 6632, 6706, 6741, 6842, 7307, 7317, 7318, 7319, 7439,	Yatala

Council	Suburb	Date	Section	GRO/LTO	Hundred
				7440, 7441, 7445, 7612, 7613, 7614, 7660, 8279	
PA	**GILLMAN**		*1132-1139, 1140-1149, 1150-1152, 1180-1183, Reserves, 2018*		Port Adelaide
	Newhaven	1850 1880 1911	2018	Bk 8 p5, 889, 94	
	Gillman	1950 [1960 - broad-acres]	1137	4507	
	Roseville	?	1135	??	Port Adelaide
PA	**GLANVILLE**		*896, 897, 907-09, 577-9*		Port Adelaide
	Port Bridge	1859	908, 909, 897	206/1859, 8, 208, 4511	
	North Port Bridge	1864	909	114	
	Glanville	1868	896	220	
	Glanville	1872	907	315	
	Glanville	1899	577-9	CT649/175	Railway land originally
ENF	**GREENACRES**		*326, 488, 2061*		Yatala
	Greenacres	1919	488, 326, 2061, (3732, 5011, 4747, 2692, 701, 702, 703, 704 Out of Area)	5430, 2545, 3365, 4943, 4944, 4945, 4946, 5479, 6164, 5640, 5836, 8118, 8189, 7922	
	Rayleigh Town	1927	326, 2061		
ENF	**HAMPSTEAD GARDENS**		*489*		Yatala
	Hampstead	1865? 1884	489 489	? 129, 3033, 3177, 3178, 3234, 3468, 3469, 3698, 3888	
	Hampstead Gard's	1923	489	3045	
ENF	**HILLCREST**		*495, 500*		Yatala
	Hillcrest Gardens	1924	[499 Oakden], 500, 495	3275, 6853, 6854	
	Hillcrest	1954	495, [499 Oakden], 500	4769, 4788, 4908, 4909, 4910, 5463, 4951, 4950, 5517, 5518, 7083, 7152, 7153, 7715, 8325, 8326	
ENF	**HOLDEN HILL**		*504, 507*		Yatala
	Holden Hill	1954	504, (505, 506 Out of Area), 507	4795, 4835, 5455, 6025	
ENF	**KILBURN**		*361-6, 380-85,*		Yatala
	Braeville		383		
	Chicago	1893	364,365		
	Islington Park	1914	363, 364	2267, 1783	

Council	Suburb	Date	Section	GRO/LTO	Hundred
	Kilburn	1915	362, 363, 364, 366, 367, 383	1515, 2344, 1783, 4191, 4299, 4321, 4921, 4922, 6059, 8903, 4486, 4548, 4630, 5099, 4597, 4921, 4922, 6059, 8093	
ENF	**KLEMZIG**		*479, 490-493*		Yatala
	Klemsic	1838	491, 492	*Lease from Angas*	
	Heidelberg [Kobandilla 1918]	1882	490	1147	
	Cullford	1917	493	2470, 3543, 3630	
	Klemzig	1925	490, 491, 493, [494 Windsor Gdns]	4937, 4953, 4954, 4955, 3394	
	Gaza (Klemzig)	1925	[Sec 491] Blk 267, 280, 281, 275, 263, 272 ??	3376, 3467, 3517, 3539, 4515	
PA	**LARGS BAY**		*706-712, 1058-1059, 1060-1067, 1072-1079, 1088-89, 1090-1099, 1100, 1101, 1113*		Port Adelaide
	Largs (Margate)	1873	1061, 1062, 1063, 1064?? 1096, 1097	341 343	
	Ward Town	1875	1101	433	
	Peterhead?	1875	1099	429, 3800	
	Ferryville	1877	1078	611	
	Shoreham	1878	1088, 1089	647	
	Largs Bay	1882	1065	1195	
	Largs Extension	1882	1077	1200	
	Semaphore North	1885	1113	4423, 1405	
	Harveyton	1897 1917	1059, 1060	1545	
	Largs Bay	1912	1066, 1067	1996	
	Guilford	1913	1076	2078	
	Hastings	?	1090-93,1095	2328	
	Largs Central	1913	1090, 1091	2077	
	Largs Bay	1914	1092, 1093, 1072, [1079]	2328, 2790, 8207	
	Largs East	1923	1074, 1075, 1073	3186	
PA	**LARGS NORTH**		*713-716, 1047, 1068-1072, 1116-1120, 1122-1127, 2013, +8 small central sections 159, 305-311*		Port Adelaide
??	Milunga [Port Milunga]	1841	2013, 2014 [*Harbor Blocks now - opposite Northarm and New Haven*]	?	*Rev. Robert Lyon Milne*
	Swansea	1875	1047, 1122, 1123	426, 3207 *[3407?]*	
	Eastbourne	1881 1914	1070	1092	
	Largs North	1912	[1066, 1067], 310, 305, 307, 308, 309, 1119, [428, 387, 388], 1124, 1047, 1122, 1123	1996, 5006, 5007, 5270, 5378, 5493, 7132, 7915, 7914, 7964, 8393, 9013, 426, 3407	300s??
	Largs Bay Estate	1913	1068, 1069, 1126, 1127, 1071, 1116, 1117, 1118, 1122	2108, 2290, 2331, 2401, 2533, 3096, 3735	

Council	Suburb	Date	Section	GRO/LTO	Hundred
	Swansea North	1923	1120	2985	
ENF	**MANNINGHAM**		*480*		Yatala
	Harrow	?	480		
	Hampstead Heath	1854 1924	[489 Hampstead Gdns] 480	3174, 3175	
	Manningham	1965	480	7739	
ENF	**MANSFIELD PARK**		*405 - 408*		Yatala
	Mansfield Park	1923	405, 407, 408, [402, 403 Angle Park]	3071, 4503, 4560, 4610, 5106, 5579, 7323, 7322	
PA	**NORTH HAVEN**		*750-759, 760-769, 770-779, 780-799, 780*		Port Adelaide
	Blackpool	1855	765, 766, 758, 768, 764, 759	29/1855, 3127 South 3162, North 3127, 3128, West 4385, 4401	
	Brooklyn	1878	751,754	659, 1109	
	Austral Brindisi Estate	1881	[737,738,739, 742, 744, 745 Osborne], 752,753, 756	1132, 2053, 2252, 2402, 2409	[Part in Osborne]
	Portsmouth	1903	771	1630	
	Eurimbla	1921	772, 774, 778, 773, 770, 769, 785	2883, 3118, 3396	
	Harbor Park	1923	776, 777, 783, 791, 792, [787 Outer Harbor]	3246, 3508, 3582	
	Outer Harbor East	1925	789, 780, 782, 788	3499, 3699, 3560	
	Osborne North	1929	832	3797	
	North Haven	1976	488?, 777, 778, 779, 782, 604, 782, 603, 762, 763, 770, 769, 772, 773	10280, 10387, 10632, 10633, 10919, 10953, 10954, 11018, 11049	
ENF	**NORTHFIELD**		*3038, 2281-2, 321-5*		Yatala
	Northfield	1925	321, 2281	3666, 4063, 5132, 4662	
ENF	**NORTHGATE**		*320, 319, 318, 317, 324, 325*		Yatala
??					
ENF	**OAKDEN**		*496, 497, 498, 499*		Yatala
	Hillcrest	1954	[495], 499, [500 Hillcrest]	4769, 4788, 4908, 4909, 4910, 5463, 4951, 4950, 5517, 5518, 7083, 7152, 7153, 7715, 8325, 8326	
	Oakden	1993	497, 498 +		
PA	**OSBORNE**		*741-749, 756, 810-819, 820-829, 830-839, 840, 843-849, 850, 853-855, 857-859, 2315, Reserve*		Port Adelaide
	Austral Brindisi	1881	737,738,739, 742, 744,	2053, 1132, 2252,	[Part in North Haven]

Council	Suburb	Date	Section	GRO/LTO	Hundred
	Estate		745, [752, 753 North Haven], 756	2402, 2409	
	Osborne	1908	755, 743, 738, 739, 742, 747, 2015	3312, 1726, 7653, 8266, 7822	
	Midlunga	1908	748, 755	??	
	Osborne Park	1914	2015	2396, 3711, 3312	
	Mascotte	1919	810,816	2582	
	Osborne East	1920	825, [763], 817	2770, 2881, 3003	
	Osborne Extension	1922	824	2812	
	Osborne South	1925	743, 746, 747, [750], 741	3293, 3500, 3620	
PA	**OTTOWAY**		*1148-1150, 1153-1158, 1160-1169, 1170-1178*		Port Adelaide
	Norbiton	1876	1171	516	
	Hardwicke	1877	1163, 1155, 1166	544, 3147, 3346	
	Blakeney	1879	1173	898	
	Ottoway	1883	1160, 1162	1348, 11005, 11006	
	Brookesville	1910	1157,1158	1178	
	Kingsville	?	1156	1843	
	Guildford Park	1911	1149	1955	
	Whiteville	1911	1169	1879	
	Eastville	1913	1154	2042	
	Yarrawarra	1913	1172	2135	
	Rosewater Park Estate	1919	1160, 1161, 1170	2543	
	Sassafras Estate	1923	1175, 1176, 973?	3286, 3354	
PA	**OUTER HARBOR**		*785-788, 790-795, 799, 800, 825, 832, 833, 841, 842, 851, 852, 856, Reserve*		Port Adelaide
	Outer Harbor	1908 1914	855 780	2591	
	Harbour View	1921	833	2885	
PA	**PETERHEAD**		*705, 1080- 1087*		Port Adelaide
	Gold Diggers Village	1854	1085	??	
	Hamley	1877	1084	596	
	Hamley Extension	1881	1086,1085	1113	
	New Birkenhead	1881	1081p	1440	
	Birkenhead West	1948	1082	4309, 555	
PA	**PORT ADELAIDE**		*699, 704, 709, 1128, 1129, 1130, 1131, 1191 2011, 2017, 2112*		Port Adelaide
	North Arm, N, S	1848	2017	Bk 27 p8, Bk 4 p71, Bk 4 p72	
	Portland Estate	1850? 1858	1129, 1130	3/1848 3/1858	PA & Y
	Port Adelaide	1850 1857	2112 1053, 704, 2011, 699, 2112 [A] (part SA Co Sec)	Bk 9 p12, 57/1857, 53/1858, 167/1862, 219/1865, 22/1869, 123/1875, 5/1887, 23/1888, 133, 204, 278,	Port Adelaide

Council	Suburb	Date	Section	GRO/LTO	Hundred
				282, 350, 371, 415, 426, 440, 1028, 2187, 2816, 3514, 3470	
	Northamton	1860	1178	45	
	Graytown	1898	699p	1560	
PA	**QUEENSTOWN**		*443*		Port Adelaide
	Queenstown	1854	443	Bk 9 p134?, 594/1856, 792,	
ENF	**REGENCY PARK**		*379, 380-89, 390-92,*		Yatala
	Tam O'Shanter Belt East	1838 1880	379	868	
	Carlton	1881	388	1014	
	Lancaster	1910	389	1838	
	Croydon Estate	1913	387, 374	2228, 2603, 2737, 2895, 3188, 3454	
	Sunnybrae Farm	1915	383	2388, 3811	
	Gelland (Kilkenny?)	1920	387	2722	Out of Area?
	Regency Park	1954	387, 388	??	
PA	**ROSEWATER**		*422, 699, 1146, 1184-1190, 2072*		Port Adelaide
	Yatala	1854	422	452/1854, 312, 474, 525, 608, 961, 1078, 1330, 1343, 1371, 1546, 1637, 2070	Yatala
	Rosewater	1855	1189, 2072	Appn 21281, 7207	Port Adelaide
	Kingston	1855	1184	672/1855	
	Alberton/Rosewater	1864	699p	CT 45/146 [WHGray]	
	Alberton/Rosewater	1865	699p	CT57/33 [SA Gas Co]	
	Rosewater East	1876	1188	463	
	Rosewater North	1876	1179	464	
	New Kingston	1876	1182, 1183	505	
	Bayswater	1876	1190	457	
	Perth	1876	1185	497	
	Paddington	1877	422	524	Yatala
	Kingston East	1881	1159	1079	
	Dockville	1882	1186	1174	
	Kintore	1894	422	1520	Yatala
	Kelmscott	1912	2072	1966	
ENF	**SEFTON PARK**		*344*		Yatala
	Sefton Park	1882	344, 345p	1233,2272	
	Sefton Park Extension	1925	344	3649	
	Brecon Park	?	345	??	
PA	**SEMAPHORE**		*884-5, 894-5, 1050-58, 1110-12, 1114-15*		Port Adelaide
	Semaphore	1849 1859	1054, 1192?	278, 17, 5450	clarify

Council	Suburb	Date	Section	GRO/LTO	Hundred
		1864	1052, 1053	115, 117	
	Freshwater	1851	1110	GRO Bk17 p130	
	Clairville	1854	1056	Bk 22 p50	
	Scarborough	1860	1051p	44, 1066	
	Clifton	1872 1878	1111	318, 687	
	Sth Scarborough	1873	1050	327, 1152	
	Kew	1874	884,895	385	
	Alderley	1875	885,894	425	
	Clairville North	1876	1057	501	
	Plymouth	1878	1058	709, 2319	
	Weymouth	1918	1112	26704	
	Semaphore?	1977	1114, 1115	FP2714, FP2950	
PA	**SEMAPHORE SOUTH**		*886, 887, 890-893, 1048, 1049, +23 minute sections 516-523, 551-559, 560-564, 571*	Check?	Port Adelaide
	Blanchetown	1856	887	Bk 34 p25, 2056	
	Whitby	1872	1049	316	
	St Margaret's	1873	1048	340, 345	
	Glanville Hall Estate	1875	[904 Ethelton], 887, 890, 891, 892, [899, 900 Ethelton]	2056, 3561	
	Semaphore South	1910	886, 887, 891, 892	1817, 7436	
PA	**TAPEROO**		*717-19, 720-29, 730-39, 740*		Port Adelaide
	Gedville Estate	1912	729	2085	
	Portsea	1916	725, 726, 727, 728	1630	?
	Largs Estate	1916	728, 730, 727	2431, 2986	
	River View Estate	1919	725	2595	
	Silicate Beach	1920	734, 735, 736	2749, 2775	
	River View	1920	726, 731	2732	
	Draper	1920	717, 718, 724, 2014, [1119 Largs North]	2789, 3017, 3413, 3613, 5411	
	Taperoo	1925	733, 740, 1193	4594, 7201, 7202	
ENF	**VALLEY VIEW**		*1566, 1567, 3041*		Yatala
	Beefacres	??	3041		
	Valley View	1965	3035	7857, 9171	
ENF	**WALKLEY HEIGHTS**		*3040, 3039*		Yatala
	Walkley Heights	?	701, 702, 703, 704, 692?	??	
ENF	**WINDSOR GARDENS**		*508, 501-3, 494*		Yatala
	Windsor	1853	494	93	
	Beefacres	?	508p	?	
	Bovagh Estate	1904	502p	1640	
	Windsor Gardens	1925	494, 501, 502, 503, 508,	Bk 17 p144 3394, 3778, 4730, 4692, 4938, 5708, 6370, 6379, 5720, 6388, 6389, 5724,	

Council	Suburb	Date	Section	GRO/LTO	Hundred
				6541, 6542, 6562, 5858, 6657, +	
PA/ENF	**WINGFIELD**		*191-199, 200-209, 210-219, 220-219, 230-239, 240-249, 250-252, 255-259, 260-269, 270-279, 280-287, 565-68, 570, 920-929, 930-939, 940-949, 950-959, 960-969, 970-976, Reserves, 2019*		Port Adelaide
	[central Wingfield] -	??	*No sections + parklands*		
	West Wingfield	1873	250, 251	737	
	Hull	1877	215, 216	615	
	Rosslyn	1877	217,219,268,288	616	
	New Plymouth	1877	957	630	
	New Wingfield	1877	952	593	
	Windsor	1877	191, 192, 193, 194	646, 604	
	Wingfield	1877 1950	949, 950, 958, 959	4464, 4732, 5399	
	Millicent	1878	266p,267p	666	
	Dundas	1878	272	742	
	Myrtleholme	1878	955, 964, 965, 966, 967p	???	
	Norahville	1880	937	964	
	Newark	1880	960	912	
	Wicklow	1881	942p	1061	
	Sassafras Estate	1923	[1175-6 Ottoway], 973	3286, 3354	
ENF	**WOODVILLE GARDENS**		*408, 409, 410*		Yatala
	Woodville Gardens	1925	409, 410, [398, 399 Ferryden Park]	3369, 3370, 3509, 4190, 4234, 4340, 5101, 8292	Yatala

Newport

All Harbour Blocks

Largs Bay - no	Shoreham	*1854??*	1088, 1089	*471/1854, 532, 647, 2138, 2216,*	*Brighton!! Out of Area*
Largs Bay		1913	1094	Transferred to Minister of Educ'n	

APPENDIX 3: TABLE OF ALLOCATION OF THEMES

In the table below, these themes are allocated to currently listed places. Note that places can demonstrate more than one theme.

STATE HERITAGE PLACES

Address	Place	Date	Theme
Station Place, Alberton	Alberton Railway Station building	1856	10
Station Place, Alberton	Alberton Railway Station Western Platform & Footbridge	1856?	10
47-49 Sussex Street, Alberton	Former shops	1890s or 1910s ?	5
51-53 Sussex Street, Alberton	Former shops	1890s or 1910s ?	5
55-61 Sussex Street, Alberton	Former shops 2 groups of shops, one dating from the 1890s the other from the 1910s ??	1890s or 1910s ?	5
771 Torrens Road, Alberton	Corner shop made of corrugated iron	1880s	5
1-7 Fletcher Road, Birkenhead	Former Naval Drill Hall, HMAS Encounter	c1919	2 (+3)
230-246 Semaphore Road, Birkenhead	The Fletcher's Slip Precinct (including the former Fletcher's and Dunniker Slipways sites and associated structures)	1849-51	5
Birkenhead	Birkenhead Bridge	1940	10
North Arm Road, Dry Creek	Southern abutment remains of 1857 North Arm Road Bridge	1857	10
2B Gurney Terrace, Enfield	Dwelling ('Pine Forest')	1850s	4 +
20 Walker Court, Enfield	'Barton Vale' House (sometime Vaughan House)	1850s [1882]	4 +
23 Denman Street, Exeter	Dwelling (Former Port Adelaide and Le Fevre's Peninsula Cooperative Society Ltd Store)	1882	5 (+4)
500 Churchill Road, Kilburn	Former Tubemakers of Australia Administration Building No 1	c1940	7
Churchill Road, Kilburn	Islington Railway Workshops Apprentice School	1891	3 (+5+10)
Churchill Road, Kilburn	Islington Railway Workshops Electrical Shop	1891	3 (+7+10)
Churchill Road, Kilburn	Islington Railway Workshops Chief Mechanical Engineer's Office	1891	3 (+7+10)
Churchill Road, Kilburn	Islington Railway Workshops Fabrication Shop	1891	3 (+7+10)
Churchill Road, Kilburn	Islington Railway Workshops Fabrication Shop Annex	1891	3 (+10)
Churchill Road, Kilburn	Islington Railway Workshops Foundry	1891	3 (+10)
41 Second Avenue, Klemzig	Lutheran Cemetery originally associated with the now demolished Klemzig Church	1837	11
138-139 Esplanade, Largs Bay	Dwelling – Two Storey Duplex (sometime Largs Bay College)	c1900	4
198 Esplanade, Largs Bay	Largs Pier Hotel	1882	5
Esplanade, Largs Bay	Largs Bay Jetty	1882	10
11-15 Jetty Road, Largs Bay	Former Largs Bay Land and Investment Company's Shops	1882-83	5
212 Lady Gowrie Drive, Largs Bay	Dwelling ('Montrose') and Fence	c1900	4
Grand Junction Road, Northfield	Administration Building, Yatala Labour Prison	1850s+	3

Address	Place	Date	Theme
Grand Junction Road, Northfield	B Division Cell Block, Yatala Labour Prison	1850s+	3
Grand Junction Road, Northfield	Former A Division Guards Quarters, Yatala Labour Prison	1850s+	3
Grand Junction Road, Northfield	Stone Walls, Yatala Labour Prison	1850s+	3
207-255 Hampstead Road, Northfield	Administration Building, Hampstead Centre	Opened in 1932	8 (+3)
Fosters Road, Oakden	Hillcrest Hospital (former Northfield Mental Hospital) – former Superintendent's House	1938	8 (+3)
18 Heritage Court, Oakden	Hillcrest Hospital (former Northfield Mental Hospital) – former Administration Building ['Stanley House']	1934	8 (+3)
18 Heritage Court, Oakden	Hillcrest Hospital (former Northfield Mental Hospital) – former Mortuary	1930s	8 (+3)
Oliver Rogers Road, Outer Harbor	Former Outer Harbor Pilot Station	1941	10 (+3)
Black Diamond Square, Commercial Road, Port Adelaide	Former South Neptune Island (originally Port Adelaide) Lighthouse	1869 [1986]	10
1 Church Place, Port Adelaide	St Paul's Anglican Church	1905	11
60-62 College Street, Port Adelaide	Former De Souza Bakery	c1880	5
30 Commercial Road, Port Adelaide	Former Port Adelaide Customs House	1876	3
30 Commercial Road, Port Adelaide	Former Port Adelaide Institute (sometime Customs House)	1876	9 (+3)
62 Commercial Road, Port Adelaide	Port Adelaide Enfield Council Chamber (former Port Adelaide Courthouse)	1860	2
66 Commercial Road, Port Adelaide	Port Adelaide Visitor Centre (former Port Adelaide Police Station, Courthouse and Custom House)	1860	2
74 Commercial Road, Port Adelaide	Central Buildings (incorporating the former White Horse Cellar Inn)	1850-51	5 (+11)
142-150 Commercial Road, Port Adelaide	Port Adelaide Masonic Centre	1928	11
169 Commercial Road, Port Adelaide	Port Adelaide Uniting (former Congregational) Church	1868	11
95 Dale Street, Port Adelaide	St Mary's Catholic Church (1858) & Hall (1869)	1858 1869	11
11-13 Divett Street, Port Adelaide	Divett Chambers Offices (originally the Advertiser Building)	1879	5 (+10)
15 Divett Street, Port Adelaide	Former Bank of Australasia (Port Adelaide Branch) nw cnr lipson/divett	?? Enter on matrix	5
1-15 Fisher Street, Port Adelaide	Former Dalgety's Wool Store	1938	6
67 Lipson Street, Port Adelaide	Factory (former BALM Paints Duco Plant)	1939	7
83-87 Lipson Street, Port Adelaide	Former HL Vosz Ltd Offices and Paint Factory	1906-7	7
93 Lipson Street, Port Adelaide	Former Savings Bank of South Australia Port Adelaide Branch	1906	5
111-111A Lipson Street, Port Adelaide	Former ANZ (former Union) Bank, Port Adelaide Branch	1859 [1923]	5
114 Lipson Street, Port Adelaide	Former Bank of Adelaide, Port Adelaide Branch	1885	5

Address	Place	Date	Theme
116 Lipson Street, Port Adelaide	Former Lewis & Webb office	c1860	5
117 Lipson Street, Port Adelaide	Former Weman's Sailmaker's Shop	1864	5
126 Lipson Street, Port Adelaide	S A Maritime Museum (former Elder's Bond & Free Stores)	1857	5
Lipson Street, Port Adelaide	National Railway Museum (former Port Adelaide Railway Goods Shed (c1885) only)	c1885	10
4 McLaren Parade, Port Adelaide	Dockside Tavern (former Britannia Hotel)	c1880	5
9A Mundy Street, Port Adelaide	Former Hart's (later Adelaide Milling Co.) Flour Mill	1855	7
9A Mundy Street, Port Adelaide	Former Adelaide Milling Company Flour Mill, including southern annexe and former Motor Room, Packing Shed (brick and iron façade only), Stone Wall to west of Hart's (1755) Mill and remnant southern masonry wall east of Adelaide Milling Co Mill	1855 onwards	7
11 Nile Street, Port Adelaide	Former Waterside Workers' Federation Hall	1926	2
29 North Parade, Port Adelaide	Former Port Adelaide Telegraph Office	1867	10
SE cnr St Vincent Street & Lipson Street intersection, Port Adelaide	Formby Memorial Drinking Fountain, Port Adelaide	1876	11
3-5 Santo Parade, Port Adelaide	Former Elder, Smith & Co ' X' Wool Store (originally D & J Fowler Warehouse)	1880-1883	6
7-9 Santo Parade, Port Adelaide	Former Elder, Smith & Co 'F' (No 3) Wool Store (former Stilling & Co)	1880-1883	6
7-9 Santo Parade, Port Adelaide	Former Elder, Smith & Co 'F' (No 4) Wool Store	1880-1883	6
163 St Vincent Street, Port Adelaide	Port Adelaide Enfield Council Offices (Former Port Adelaide Town Hall)	1876	2
247 St Vincent Street, Port Adelaide	Railway Hotel	1856+	5
255-265 St Vincent Street, Port Adelaide	St Vincent Chambers Shops and Offices	1883	5
318-328 St Vincent Street, Port Adelaide	Former Goldsbrough Mort Wool Stores	1907	6
10 Todd Street, Port Adelaide	Port Dock Brewery Hotel	1855+	5
193-195 Port Road, Queenstown	Queenstown Church of Christ (former Whittaker Memorial Primitive Methodist Church)	1869	11
Pedder Crescent (off Regency Road), Regency Park	Former Straining Shed of Islington Sewage Farm	1882	3 (+8)
Tikalara Road, Regency Park	Sunnybrae Farm Complex (Part of former Islington Sewage Farm), including Manager's Residence and Dairymen's Quarters, Cheese Room and Cellars, Stables, Cow Shed and Smoke House	1880-1883	3 (+8)
35 & 37 McNicol Street, Rosewater	First South Australian Housing Trust Dwellings	1937	4
40 Blackler Street, Semaphore	Dwelling (former Semaphore Water Tower)	1880	2 (+4)
64 Esplanade, Semaphore	Dwelling – Two Storey House	c1900	4
68 Esplanade, Semaphore	Dwelling (former home of Richard Jagoe)	c1881	4
74 Esplanade, Semaphore	Former Semaphore Customs Boarding Station	1883	2 (+3)
Esplanade, Semaphore	Semaphore Palais	1922	11

Address	Place	Date	Theme
176-186 Military Road, Semaphore	Dwelling ('Bute Terrace')	1879	4
6 Newman Street, Semaphore	Dwelling	Pre 1864	4
10-14 Semaphore Road, Semaphore	Semaphore Library & Shops (former Semaphore Ozone Cinema, former Semaphore Institute, sometime Town Hall)	1884	9 (+11)
10-14 Semaphore Road, Semaphore	Soldiers Memorial Hall	1929	11
15 Semaphore Road, Semaphore	Real Estate Agency (former Semaphore Post and Telegraph Office)	1881	10
43 Semaphore Road, Semaphore	Dwelling ('Warrinilla')(previously Dr Bollen's Surgery)	1895	8 (+4)
Semaphore Road, Semaphore	Semaphore Timeball Tower	1874-75	10
Semaphore Road, Semaphore	Semaphore Soldiers Memorial	1925	2 (+11)
Semaphore Road, Semaphore	Semaphore Jetty	1860	10
65 Military Road, Semaphore South	St Margaret's Hospital (St Andrew's & Angas Wings and Iron Fence)	1874	8
8 Park Avenue, Semaphore South	Glanville Hall Senior Citizens Clubrooms (former Dwelling 'Glanville Hall')	1856	4 (+11)
274 Lady Gowrie Drive, Taperoo	Academy (Fort Largs and Rifled Muzzle Loading & Breech Loading Guns only)	1882-1884	2 (+3)

LOCAL HERITAGE PLACES

Address	Place	Date	Theme
2 Angas Street, Alberton	House & fence	1920s	4
33 Fussell Place, Alberton	Former Ozone Theatre & Shops	1924	11
124 Port Road, Alberton	Alberton Hotel	1880s	5 (+11)
164 Port Road, Alberton	Funeral Home (former shop & house)	c1870s	11 (+4)
184-188 Port Road, Alberton	Alberton Uniting Church	1857	11
234 Port Road, Alberton	Alberton Baptist Church & Halls	1862	11
Queen Street, Alberton	Fos Williams Grandstand, Alberton Oval	1881	11
78 Queen Street, Alberton	Semi-detached house	c1860s	4
80 Queen Street, Alberton	Semi-detached house	c1860s	4
St Georges Square, Alberton	St George's Anglican Church Hall	1860s	11
7 Mead Street, Birkenhead	Two storey row house	1870s-1880s	4
9 Mead Street, Birkenhead	Two storey row house	1870s-1880s	4
11 Mead Street, Birkenhead	Two storey row house	1870s-1880s	4
3-7 Riverview Street, Birkenhead	Birkenhead Tavern	c1878	5
207-245 Semaphore Road, Birkenhead	Le Fevre Primary School buildings (1907 building facing Shorney Street, and 1926 building facing Semaphore Road)	1863 [1907 1926]	9
354 Main North Road, Blair Athol	St Clement's Anglican church	1856-1867	11
560 Main North Road, Blair Athol	Gepps Cross Hotel	1859	5
182-186 Hampstead Road, Clearview	Enfield Hotel	1963	5
2-4 Lawson Avenue, Clearview	House	c1900	4
51-61 Regency Road, Croydon Park	House ('Kananda')	c1890	4

Address	Place	Date	Theme
312 Torrens Road, Croydon Park	House	c1910	4
9 Berwick Avenue, Devon Park	Former Church	c1930	11
75-77 Churchill Road North, Dry Creek	Warehouse	c1920?	5?
79 Churchill Road North, Dry Creek	Warehouse	c1920?	5?
1 High Street, Dry Creek	Post Office	c1910	10
76 Pym Street, Dudley Park	Factory & Administration building (former Beckers)	1941	7 (+5)
341 Main North Road, Enfield	Pioneer Park (former cemetery)	1881	11
33 Turnbull Road, Enfield	Folland Park Reserve	1953	1
14-16 Carlisle Street, 70-72 Old Pelham Street, Ethelton	Ethelton Primary School buildings (1892 building facing Old Pelham Street, and 1925 building facing Carlisle Street)	1892 1925	9
23 Denman Street, Exeter	House	c1870s	5 (+4)
13 Exmouth Road, Exeter	Semi-detached houses	c1860	4
37-39 Exmouth Road, Exeter	Lord Exmouth Hotel	Pre 1859	5
3 Harris Street, Exeter	House & fence	c1860	4
144 Semaphore Road, Exeter	Two storey flats (former house)	1870s-1880s	4
146 Semaphore Road, Exeter	Uniting Church (former Wesleyan Church)	1867	11
152 Semaphore Road, Exeter (158 in DP, but it is 152)	Exeter Hotel	c1879	5
714? Main North Road, Gepps Cross (714 in Enfield Heritage Survey – no number in DP ?)	Former House (Abattoirs)	c1910	6 (+3)
25 Castle Street, Glanville	Dwelling	?? Enter on matrix	4
50-53 Causeway Road, Glanville	Glanville Hotel	1908	5
77-83 Causeway Road, Glanville	Cumberland Hotel	1870s	5
489B North East Road, Hillcrest	Former Gilles Plains Primary School	1907	9
341 Churchill Road, Kilburn	Semi-detached houses	c1910	4
506-508 Churchill Road, Kilburn	Former Tubemakers Administration Building No. 2	c1940	7
3 Kintore Avenue, Kilburn	House	c1910	4
5 Kintore Avenue, Kilburn	House	c1910	4
36 Kintore Avenue, Kilburn	House	c1920	4
25A-25B Le Hunte Street, Kilburn	Convent of Our Lady of the Sacred Heart	c1948	11
43-47 Le Hunte Street, Kilburn	Kilburn Progressive Hall	1931	11
44-46 Le Hunte Street, Kilburn	St Brigid's Catholic Church	c1953	11
55 Northcote Street, Kilburn	House	c1915	4
11 Bray Street, Klemzig	House (former Tregoweth residence)	c1920	4
17 Clarence Avenue, Klemzig	House (former DG Weidenhofer residence)	c1902	4
7 Murray Avenue, Klemzig	House	c1915	4
246 Main North East Road, Klemzig	O G Hotel	c1890	5
85 O G Road, Klemzig	Klemzig Uniting Church	1929	11

Address	Place	Date	Theme
16 Second Avenue, Klemzig	House	c1900	4
53 Windsor Grove, Klemzig	House	c1880	4
161 Esplanade, Largs Bay	House	1890s	4
163 Esplanade, Largs Bay	House	1882	4
181 Esplanade, Largs Bay	House	c1888	4
215 Fletcher Road, Largs Bay	Lars Bay Primary School (Main School building constructed in 1923, extended in 1927 and reconstructed in 1970/71)	1923	9
9 Jetty Road, Largs Bay	Former Post Office	1885	10
208 Lady Gowrie Drive, Largs Bay	Kura Yerlo Centre (former Orphanage)	1891	4 (+?)
159 North East Road, Manningham (153??? in Enfield Heritage Survey)	House	c1910	4
173 North East Road, Manningham	House & fence	c1930	4
175 North East Road, Manningham	House	c1930	4
11 Foremost Court, North Haven	House	c1905	4
12 Foremost Court, North Haven	House	c1905	4
13 Foremost Court, North Haven	House	c1905	4
Oliver Rogers Road, North Haven	Outer Harbor Railway Station	1926	10
Folland Avenue, Northfield	Row of palm trees	?? Check matrix	1
Grand Junction Road, Northfield	Northfield Hall (Northfield RSL Branch on part of E J Smith Reserve)	c1910	11
524 Grand Junction Road, Northfield	Former shop/post office & dwelling	c1890	4 (+10)
71-73 Folland Avenue, Northgate	Former Morris Hospital Administration Building	c1930	8
537-541 Victoria Road, Osborne	Le Fevre Recreation Centre (former house 'Glen Arif')	c1890	4 (+11)
6 Aberdeen Street, Port Adelaide	House	1899-1903	4
8 Aberdeen Street, Port Adelaide	House	1899-1903	4
22 Bower Crescent, Port Adelaide	House	1899-1903	4
24 Bower Crescent, Port Adelaide	House	1899-1903	4
16 Cannon Street, Port Adelaide	House	c1870s	4
18 Cannon Street, Port Adelaide	House	c1870s	4
28 Cannon Street, Port Adelaide	St John's Spiritual Church	c1910	11
41-45 Cannon Street, Port Adelaide	Port Anchor Hotel (former Kent Hotel)	1870s & 1930s	5
Commercial Road, Port Adelaide	Railway Bridge & Viaduct	1916	10
71-75 Commercial Road, Port Adelaide	Two storey row shops	1880s	5

Address	Place	Date	Theme
80-82 Commercial Road, Port Adelaide	Two storey row shops	1880s	5
83 Commercial Road, Port Adelaide	Three storey shop (former Crooks & Booker store)	c1878	5
85 Commercial Road, Port Adelaide	Two storey shop	1877	5
109-113 Commercial Road, Port Adelaide	Two storey row shops	1882	5
117 Commercial Road, Port Adelaide	Single storey row shops	c1920?	5
118-134 Commercial Road (1 Cannon Street & 29 Marryatt Street, Port Adelaide	Newmarket Hotel & two storey row shops	1879	5
119-121 Commercial Road, Port Adelaide	Single storey row shops	c1920s	5
123 Commercial Road, Port Adelaide	Single storey row shops	c1920s	5
125-129 Commercial Road, Port Adelaide	Single storey row shops	c1920s	5
133-137 Commercial Road, Port Adelaide	Single storey row shops	c1920	5
158-162 Commercial Road, Port Adelaide	Two storey row shops	c1900	5
286 Commercial Road, Port Adelaide	Portland Hotel	1856	5
19 Dale Street, Port Adelaide	Semi-detached house	1875	4
21 Dale Street, Port Adelaide	Semi-detached house	1875	4
35 Dale Street, Port Adelaide	Shop & dwelling	1886	4 (+5)
37 Dale Street, Port Adelaide	House	c1875	4
38 Dale Street, Port Adelaide	House	1890s	4
39 Dale Street, Port Adelaide	House	c1875	4
40 Dale Street, Port Adelaide	House	1890s	4
42 Dale Street, Port Adelaide	House	1890s	4
56 Dale Street, Port Adelaide	Women's Health Centre (former two storey house)	1868	4 (+8)
84 Dale Street, Port Adelaide	Printers (former Salvation Army Hall)	1913	11
85 Dale Street, Port Adelaide	Two storey semi-detached houses	1875	4
85A Dale Street, Port Adelaide	Two storey semi-detached houses	1875	4
87 Dale Street, Port Adelaide	Two storey house	1867-9	4
88 Dale Street, Port Adelaide	Two storey house	1870s	4
90 Dale Street, Port Adelaide	Two storey semi-detached house	1870s	4
92 Dale Street, Port Adelaide	Two storey semi-detached houses	1870s	4
94 Dale Street, Port Adelaide	Legacy Hall (former IOOF Hall)	1866	11
8 Kyle Place, Port Adelaide	Stone Warehouse (Quin's)	c1880	7
1 Leadenhall Street, Port Adelaide	House	c1870s	4
3 Leadenhall Street, Port Adelaide	House	c1870s	4
5 Leadenhall Street, Port Adelaide	Semi-detached house	c1870s	4
7 Leadenhall Street, Port Adelaide	Semi-detached house	c1870s	4
1-29 Lipson Street, Port Adelaide	Former Port Adelaide Public School??? Matrix 1876??	1870s & 1920s	9

Address	Place	Date	Theme
99 Lipson Street, Port Adelaide	Two storey shop	1877-79	5
101A Lipson Street, Port Adelaide	Single storey shop	1883	5
60 Marryatt Street, Port Adelaide	Port Adelaide Medical Centre (including 1856 Presbyterian Church)	1856	11
13 Nile Street, Port Adelaide	House	1911	4
13 North Parade, Port Adelaide	British Hotel	1847	5
4 Quebec Street, Port Adelaide	House	c1870s	4
1 Santo Parade, Port Adelaide	Colac Hotel	1870s-1880s	5
32-35 Ship Street, Port Adelaide	Single storey row houses	c1870s	4
22-32 St Vincent Street, Port Adelaide	Jaffer's Furniture Store	1906	5
55 St Vincent Street, Port Adelaide	Kembla House	By 1891	4
66-72 St Vincent Street, Port Adelaide	Lass O'Gowrie stables (stone building at rear off Ship Street)	1878	5
87-91 St Vincent Street, Port Adelaide	Two storey row shops (Quin's Yachting Centre building)	1921	5
126 St Vincent Street, Port Adelaide	Two storey shop	c1870	5
128-134 St Vincent Street, Port Adelaide	Two storey row shops	c1870	5
136 St Vincent Street, Port Adelaide	Two storey shop	c1870	5
138-144 St Vincent Street, Port Adelaide	Golden Port Tavern & Two storey row shops (former Globe Hotel)	1865	5
150-166 St Vincent Street, Port Adelaide	Bower Buildings - two storey row shops	1870 & 1898	5
168-170 St Vincent Street, Port Adelaide	A W B Buildings - two storey row shops	c1870	5
226-230 St Vincent Street, Port Adelaide	Two storey row shops	c1870	5
234 St Vincent Street, Port Adelaide	Single storey row shop	c1870	5
306 St Vincent Street, Port Adelaide	Warehouse	1884-1888	5
308 St Vincent Street, Port Adelaide	Warehouse	1884-1888	5
328-336 St Vincent Street, Port Adelaide	Elders, Smith & Co Woolstore (E'store) This looks like the one we had in Baker St in the Review????	1940s	6
20 The Minories, Port Adelaide	House	c1870s	4
22 The Minories, Port Adelaide	House	c1870s	4
24 The Minories, Port Adelaide	House	c1870s	4
26 The Minories, Port Adelaide	House	c1870s	4
21 Broad Street, Queenstown	Alberton Primary School	1892	9
129 Port Road, Queenstown	Shop & dwelling	c1880	4 (+5)

Address	Place	Date	Theme
131 Port Road, Queenstown	House & cell building at rear (former Police Station)	c1880	2
215-221 Port Road, Queenstown	Prince of Wales Hotel	1936	5
39 Grand Junction Road, Rosewater	Soldier's Memorial Hall (former Rosewater District Council Chambers)	c1877	2
63 Grand Junction Road, Rosewater	Chapel (former Primitive Methodist Church)	1872	11
5-7 McNicol Terrace Rosewater	Corrugated iron shop & workshop	c1900	5 (+7)
806 Torrens Road, Rosewater	House & fence	1870s-1880s	4
5 Blackler Street, Semaphore	House	c1860s	4
11 Blackler Street, Semaphore	House	c1770	4
15 Blackler Street, Semaphore	Houses	Late 1870s – early 1880s	4
19-21 Blackler Street, Semaphore	Semi-detached houses	Late 1870s – early 1880s	4
23-25 Company Street, Semaphore	Two storey flat building (former Kew Hotel)	c1879	5
65 Esplanade, Semaphore	Two storey house	c1900	4
76or78 Hall Street, Semaphore	Former Fire Station	1881?	2
237-239 Military Road, Semaphore	Dominican School	1897	9
242 Military Road, Semaphore	Church of Christ	1911	11
243 Military Road, Semaphore	St Bede's Anglican Church & Rectory	1878	11
257 Military Road, Semaphore	Sacred Heart Roman Catholic Church	1914	11
10 Newman Street, Semaphore	House	c1880	4
12 Newman Street, Semaphore	House	c1880	4
6 Semaphore Road, Semaphore	Former Police Station & Cell building	1890	2
17 Semaphore Road, Semaphore	Semaphore Hotel	1850+1867	5
21-23a Semaphore Road, Semaphore	Semaphore Buildings – two storey row shops	1914	5
25 Semaphore Road, Semaphore	Federal Hotel & Federal Buildings	1866 & 1925	5
57-57A Semaphore Road, Semaphore	Two storey row shops	c1890	5
62 Semaphore Road, Semaphore	Baptist Church	1882	11
63-65A Semaphore Road, Semaphore	Odeon Star Cinema (former Wondergraph Picture Palace)	1920	11
66 Semaphore Road, Semaphore	Masonic Buildings	1911	11
69 Semaphore Road, Semaphore	Two storey shops	1880s	5
71-73 Semaphore Road, Semaphore	Two storey row shops	c1880	5
77 Semaphore Road, Semaphore	Shop & dwelling	c1885	5 (+4)
81 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4

Address	Place	Date	Theme
82 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
83 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
84 Semaphore Road, Semaphore	Funeral Home (former house)	Late 1870s early 1880s	4
85 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
87 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
89 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
92 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
94 Semaphore Road, Semaphore	Semi-detached house	Late 1870s early 1880s	4
96 Semaphore Road, Semaphore	Semi-detached house	Late 1870s early 1880s	4
98 Semaphore Road, Semaphore	House	Late 1870s early 1880s	4
100 Semaphore Road, Semaphore	Semi-detached house	Late 1870s early 1880s	4
102 Semaphore Road, Semaphore	Semi-detached house	Late 1870s early 1880s	4
111 Semaphore Road, Semaphore	Dwelling and former chemist shop	1920s	5 (+4)
115-117 Semaphore Road, Semaphore	Row shops & dwelling	Late 1870s	5 (+4)
119-121 Semaphore Road, Semaphore	Two storey row shops	Late 1870s	5
10 Union Street, Semaphore	House	1880s	4
6 Nelson Road, Valley View	House (on part Thomas Turner Reserve)	c1910	11 (+4)
26-30 Lagonda Drive, Windsor Gardens	House	c1900	4
410 North East Road, Windsor Gardens	Windsor Hotel	c1880	5
82-84 Pitman Road, Windsor Gardens	House (former Pitman residence)	c1920	4
104 Pitman Road, Windsor Gardens	House	c1910	4
3-7 River Valley Drive, Windsor Gardens	House	c1895	4

APPENDIX 4: LOCAL AND STATE CRITERIA/THRESHOLDS

BUILDING ASSESSMENT SHEET APPLYING LOCAL CRITERIA

HOUSES

Address:	37, 39, 41 and 43 Mead Street, Peterhead
Certificate of Title:	-
Use:	Residential
HCZ Area:	
Heritage Status:	Nil
Other Assessments:	Nil

39 Mead Street, Peterhead

HISTORY AND DESCRIPTION:

This group of four houses of identical style and materials were constructed in the period from 1916-1917 by the Wooldridge family.   They are located on parts of Lots 45, 46, 47 and 48 of Section 1107 which was initially subdivided as 'Staplehurst'. William Richard Wooldridge (1836-1918) purchased the land from Ephraim Teakle in 1887, and he included his six adult children as co-owners in 1903 – they were recorded as all residing in Exeter at the time. Members of the Wooldridge family held the land until 1964.

The houses themselves were built along the line of the new railway track from Glanville to Largs Bay which was relaid by the South Australian Railways in 1910-11 to extend the link between Port Adelaide and Outer Harbour. There had previously been a privately owned railway, opened in 1882, which ran between Largs Bay and Glanville, This single track ran down the centre of Mead Street (then known as Gurney Terrace) and around Hampton Crescent into Jetty Road, Largs Bay. The private railway company was taken over by the South Australian Railways in 1891. SAR then purchased land parallel to Mead Street, subdividing the longer blocks, which ran from the Mead Street frontage through to streets to the west. This double line to Outer Harbor was a catalyst for more closely settled residential development through this section of LeFevre Peninsula, between Semaphore Road and Jetty Road, Largs Bay. There was consistent residential development along Mead Street, often as groups of houses, in the first two decades of the twentieth century, as it was situated close to the developing industries along the banks of the Port River. The development of public transport through the area also made it an attractive area for investment in housing. When the occupations of those living in the houses in Mead Street were included in rate assessment records, there were a large proportion of labourers, wharf labourers, and seamen in the early twentieth century.

The four houses in this group are consistent in scale and detailing. They comprise timber framed double fronted cottages with hipped roofs with a prominent ridge and chimneys. The walls are clad in metal sheeting, the front elevations in pressed 'stone' and the side walls in corrugated iron, laid horizontally. There are timber framed paired windows to the front elevation beneath a bull nose verandah with cast iron trim. The chimneys themselves appear to have been constructed out of grey bricks which may have been the product of the brickworks in nearby Draper, further north on the LeFevre Peninsula. There was one additional house constructed at 45 Mead Street, but this no longer exists. Some changes have been made to the houses themselves, although the overall original form, materials and detailing is discernible, indicative of their date and method of construction.

William Richard Wooldridge, in addition to being an agent as listed on the original titles to the property, was also a licensed victualler and ran the Golden Port Hotel in at 144 St Vincent Street, Port Adelaide during the 1870s, following on from earlier relatives who were the licensees of the hotel in the 1850s. This hotel was originally known as the Carpenter's Arms Tavern, and was rebuilt after a fire in 1865 as the Golden Port. Wooldridge was also a member of the Glanville Council and then a founding member of the amalgamated Semaphore Council in 1883. He is noted as a 'Pioneer Portonian' in the *Back to Semaphore Souvenir of 1930*.

HOUSES, 37, 39, 41 and 43 Mead Street, Peterhead (cont)

While the west side of Mead Street retains this and other groups of consistent early twentieth century worker housing, the east side of Mead Street is a mixture of 1870s and 1880s residences interspersed with more modern dwellings – there is no consistency in character. Scattered through this area, including the northern end of Mead Street, are other examples of other timber framed corrugated iron clad residences, as well as later versions. At the end of Harris Street on the east side of Mead Street there is a substantial double fronted shop dating from the early twentieth century.

STATEMENT OF HERITAGE VALUE:

These four houses are indicative of the development of speculative residential groups during the early years of the twentieth century. They were closely linked with the development of the railway between Port Adelaide and Outer Harbor, and provided homes for rental accommodation for workers within walking distance of the major employers of the time along the Port River. They clearly illustrate the major historic themes of residential development, particularly worker housing (Theme 4) and the expansion of settlement with development of transportation (Theme 9).   They are also clearly indicative of inexpensive lightweight building construction systems used throughout Port Adelaide, reflecting the lack of large amounts of cheap building stone on the LeFevre Peninsula for use in worker housing construction (Theme 4).

RELEVANT CRITERIA (under Section 23(4) of the *Development Act*, 1993):

(a)   These houses display economic and social themes important in the development of the City of Port Adelaide Enfield as they are indicative of the boom building period of the late nineteenth and early twentieth century, and the expansion of urban development in Port Adelaide during that time due to the extension of railways and public transport.

(d)   These cottages display aesthetic merit, design characteristics and construction techniques of significance to the local area as they are excellent examples of lightweight construction in the form of symmetrically fronted iron clad cottages and reflect the scale and design of workers residences and speculative residential development in Port Adelaide during the early years of the twentieth century.

(e)   These cottages are associated with the Wooldridge family, a notable local family on the LeFevre Peninsula who were involved in both speculative housing development and Local Government, particularly William Richard Wooldridge.

EXTENT OF LISTING:

The original external form, materials and details of the four 1916-17 residences. Any later alterations or additions are excluded from the listing.

REFERENCES
- *Back to Semaphore Souvenir, 1930*
- LTO records
- Rate Assessments
- Site visit 2012
- Additional historical sources inc *SA Biographical Index*

37 Mead Street, Peterhead   **41 Mead Street, Peterhead**   **43 Mead Street, Peterhead**

APPLICATION OF CURRENT STATE CRITERIA, ASSUMING LOCAL VALUE

Assuming that the criteria can be used to assess heritage value across all levels of places, with the threshold for local places being appropriately applied, the following evaluations can be made against the existing State criteria in Section 16 of the *Heritage Act*, 1993:

(a)   **it demonstrates important aspects of the evolution or pattern of…[Port Adelaide Enfield's]… history**

These houses display economic and social themes important in the development of the City of Port Adelaide Enfield as they are indicative of the boom building period of the late nineteenth and early twentieth century, and the expansion of urban development in Port Adelaide during that time due to the extension of railways and public transport.

(e)   **it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particularly construction techniques or design characteristics**

These houses display aesthetic merit, design characteristics and construction techniques of significance to the local area as they are excellent examples of lightweight construction in the form of symmetrically fronted iron clad cottages and reflect the scale and design of workers residences and speculative residential development in Port Adelaide during the early years of the twentieth century.

(g)   **it has a special association with the life or work of a person or organisation or an event of historical importance.**

These houses are associated with the Wooldridge family (particularly William Richard Wooldridge), a notable local family on the LeFevre Peninsula who were involved in both speculative housing development and Local Government,

And possibly also

(d)   **it is an outstanding representative of a particular class of places of cultural significance**

These houses reflect the scale and design of workers residences and speculative residential development in Port Adelaide during the early years of the twentieth century.

The houses also demonstrate the lack of large amounts of cheap building stone on the LeFevre Peninsula for use in the construction of modest workers' housing.

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APPENDIX 6: HOUSING TYPOLOGY

An important part of the historic theme of *Building PAE* is the construction of houses. Within the local government area, certain suburbs and sections are clearly defined by the domestic architecture which creates the essential physical character demonstrating the historic development of the area, through the built form and collective visual effect.

Examples of houses from all periods of development, with representatives of a wide range of styles and types from each period, still remain. All these houses which represent periods of PAEs history and development are important in the cumulative heritage value and historic physical character of the area. Amongst these, many have been individually included on the SHR or the LHR. These individual houses generally sit outside the Conservation Zone, as those within the Zone are scheduled as contributory.

The time periods for housing development that have been delineated here reflect the major historic periods of growth of PAE, as defined in the themes. The architectural character of residential development reflects the availability of materials, levels of technology, general economic conditions, stylistic fashions of the time, personal preferences and a range of other variables. Often, a style of an earlier period will continue to be used into the next and these transitional houses are often difficult to date precisely by style alone. Notable local builders often leave a legacy of houses which can often be seen in groups of similar houses, possibly built as a speculative venture.

1850 - 1870 Early Victorian Houses (1840s to 1860s)

In the initial period of settlement, corresponding with the early Victorian period, houses were typically small, low scale and of a simple form. Small houses such as this were built on or close to the street alignment and were constructed of rubble walling of limestone and sandstone, or of timber weatherboards. Generally these small cottages were straight fronted with a symmetrical arrangement of a central door and windows either side. Variations in form included a front wall built up as a parapet, with a low hipped roof behind, or end gable walls, with a simple ridged roof line between the gable ends. As well as freestanding single storey houses, some examples of two storey and attached pairs and row dwellings from this period also remain in early subdivisions.

Verandahs were often added at a later date but the low scale of these buildings sometimes made this difficult. Chimneys were originally part of the roof line but in many cases these have been removed when no longer used or in poor condition. Fences typically were timber pickets, paling or corrugated iron with timber capping.

Subdivisions which retain these early houses include Alberton (1854), Queenstown (1848), Portland (1858), Semaphore (1850s), Exeter (1853) and Birkenhead (1855). Other subdivisions of a similar early date no longer retain any evidence of early residential development, such as the Township of Islington (1840), the Mechanics Township (1856), Enfield village (1851), North Arm (1851)

Queen Street, Alberton   Mead Street, Birkenhead

Harris Street, Exeter

Teakle Street, Exeter

Holmes Street, Portland

1870 -1885 Victorian Houses (1870s to 1890s)

During this period of intensive development in Port Adelaide, solid masonry houses of a range of forms and scale were constructed in large numbers. The detail on these houses is specifically derived from 'classical' Italianate sources, but the forms were varied, and included single fronted, symmetrically fronted, and asymmetrically fronted houses, some with bay fronted projections. Each of these forms could be single or two storeyed and all were built in a variety of sizes and scale. Houses in this period characteristically had verandahs with the roof most commonly of concave or convex form, and were typically constructed of bluestone, limestone or sandstone, often with side and rear walls of brick or rubble. Roofs were generally hipped in form, but with the asymmetrical style, the roof to the projecting bay could be gable ended or hipped. The vertically proportioned window and door surrounds were highlighted with either moulded render or brick dressings. The cast iron or timber posts to the verandahs were elaborated with moulded capitals and trim, and cast iron brackets and frieze decoration was used widely. Windows and doors were timber framed, and doors were typically four panelled, with fanlights and often sidelights.

Fences were typically of masonry base and piers with cast iron panels or railings, although evidence of timber railing can still be found. Smaller houses continued to use timber picket fencing.

Houses of this period can be found across the suburbs which were created at this time and also as infill in the earlier areas as the population grew - Semaphore, Alberton, Port Adelaide and other areas along main roads, train and tram transport routes and coastal areas.

Coburg Road, Alberton

Divett Place, Port Adelaide

Prince Street, Alberton

Lady Gowrie Drive, Largs Bay

Hall Street, Semaphore

Blackler Street, Semaphore

Dale Street, Port Adelaide

Military Road, Semaphore

Other Housing Forms

'Shop-Houses', that is a house with a shop attached to the front, are found often on corners or in small clusters. These are an important variation on ordinary residences, particularly throughout the nineteenth century, and demonstrate the reliance of local communities on the immediate availability of retail facilities for everyday needs, before the advent of the motor car.

The design of these shop houses continues the typical detailing of residences of the time, usually with a projecting wing/gable to street alignment which was used as the retail space. Access to the residential section was separate from the shop.

Harris Street, Exeter

Mead Street, Birkenhead/Peterhead

Port Road, Queenstown

Jetty Road, Largs Bay

1885 - 1914 Edwardian House Styles (1900 to 1920s)

Houses of this period reflected new sources of design and architectural approach current in Britain, Europe and to some degree, North America. The emphasis on a straightforward, often symmetrical, form was overwhelmed by a more picturesque approach to roof forms and elevations. Sources of styles for this period included Queen Anne, Arts & Crafts and Art Nouveau styles, which were often transmuted into a particularly Australian style as this period coincided with the Federation era. The earlier houses in this period continued with some transitional use of materials such as ashlar stone with brick dressings or moulded render, but with verandahs with convex (or bullnose) profile. Later in the period distinctive 'rock face' sandstone (or freestone) was used as the wall material. Houses of face brick walling with decorative brick detailing were also constructed during this period. Other characteristic features of houses of this period include prominent strapped gables and detailing, tall brick chimneys, and verandahs that were often incorporated under the main pitch of the roof. During this period imported unglazed terracotta Marseilles roof tiles were introduced, although corrugated iron also continued to be used for roof cladding. Windows and doors continued to be constructed of timber, but windows were often grouped and doors were often divided into three or four horizontal panels.

These houses are found in groups in the subdivisions of the early twentieth century, such as Largs Bay and Croydon Park, or as single houses among earlier residences where they were constructed as infill, in Alberton and Semaphore.

Ralston Street, Largs Bay

Ralston Street, Largs Bay

Claire Street, Largs Bay

Hannay Street, Largs Bay

The Esplanade, Semaphore

Lawson Street, Clearview

Workers' Houses

One important variation at this time was the timber framed sheet metal clad workers' houses that were generally erected in groups by speculative property developers. The front elevation was often clad in faux stone, with side walls in standard or narrow corrugated iron, usually horizontal. (Occasionally the cladding was in timber weather boarding with false stone timber blockwork to the front elevation.) There are good examples of this type of housing in almost all parts of Port Adelaide particularly, but clusters can be seen in certain suburbs, such as Queenstown, Rosewater, Birkenhead and Port Adelaide.

Bower Crescent, Port Adelaide

Mead Street, Birkenhead/Peterhead

Vassall Street, Semaphore

Alberton

New Street, Queenstown

1915 - 1927 and 1928 - 1945

Inter-War Residential Housing Styles (1920 to 1940)

In the period between the First World War and Second World War new styles developed, particularly the Bungalow (based on the Californian version) and Tudor Revival styles. Bungalows incorporated a broad spreading roof and verandah with typical masonry columns supporting verandah elements. The roof tiles used were Australian-made Wunderlich terracotta tiles of the same profile as earlier Marseilles tiles. The Bungalow form seemed to be the preferred style throughout Port Adelaide, as there are few examples of Tudor Revival houses in these areas. The Tudor Revival style displayed steeply pitched roofs with half-timbered gable ends and variations of the verandah porch treatment. It was more popular in the residential areas of Enfield at this time, Broadview and Clearview.

Other styles which were built during this period included Spanish Mission (or more often 'Mediterranean') and Art Deco/Moderne, although these are not as common. During this period, timber joinery remained characteristic of the housing styles, but there was some use of metal framed windows.

Kanowna Road, Largs Bay

Woolnough Road, Semaphore

Jetty Road, Largs North
Bungalows

Alexander Street, Largs Bay

The Esplanade, Semaphore
Tudor Revival

Manningham

South Australian Housing Trust - 1937 onwards
During this period the SA Housing Trust was created and began housing construction in 1937, in the Port Adelaide Enfield area particularly.   It concentrated on acquiring property in the north western suburbs from 1940 [A developmental typology of Trust houses should be prepared.]

35 McNicol Terrace, Rosewater 1937

Oswald Street, Croydon Park 1938

Boomerang Road, Croydon Park 1938

Examples of the first SAHT houses/duplexes

1950 - 1979 Post War Housing Styles (1945 plus)

Housing development essentially stopped in South Australia during the period 1942 to 1950 as a result of the materials shortages caused by the Second World War.

From 1950 there was some infill in earlier settled suburbs particularly along the sea front, in the current architectural styles, and there are good examples of Moderne - Art Deco houses at this time. The general stylistic character of this period is demonstrated in the Residential Character Area of Enfield.

Lady Gowrie Drive, Largs Bay

Jagoe Street, Semaphore

Within the Council area, the main thrust of intensive residential development after the war came from the South Australian Housing Trust. The shortage of materials led to the importation of pre-fabricated timber housing from Europe and many of these houses are still extant in the areas where the Housing Trust bought up large numbers of allotments, particularly in Clearview and Broadview.

Imported prefabricated house, Clearview

Typical brick house, Clearview

'Recoverable' Houses

It should be noted that there are a number of houses in PAE which have undergone what could be characterised as low level changes to the exterior, usually to the front elevation, while the main structure of the house is intact. The most common change is the removal of the original verandah and replacement with a verandah of materials and construction which is generally unsympathetic to the style of the house. Other changes included rendering stone walls and changing door and window openings.

It is considered that the heritage value of these places still remains and that appropriate elements such as a verandah could be reinstated. It should also be noted that the later alterations do not form part of the heritage fabric of the place. Within the conservation policy areas, this process of rebuilding or reinstating verandahs of an appropriate design for the house style has been successfully undertaken, with help from the Council's Heritage Advisory Service for some time.