

PORT ADELAIDE CONSERVATION STUDY

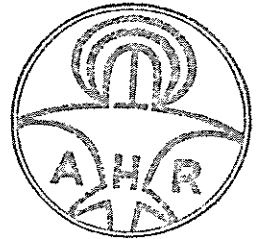
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SOUTH AUSTRALIAN
STATE PLANNING AUTHORITY
JUNE 1977



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PORT ADELAIDE CONSERVATION STUDY



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STATE PLANNING AUTHORITY
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Cover: Commercial Road Looking South from Flagstaff C1911

**PREPARED BY
ELIZABETH VINES B. Arch (Hons) Melb.
FOR PORT ADELAIDE CENTRE JOINT COMMITTEE**

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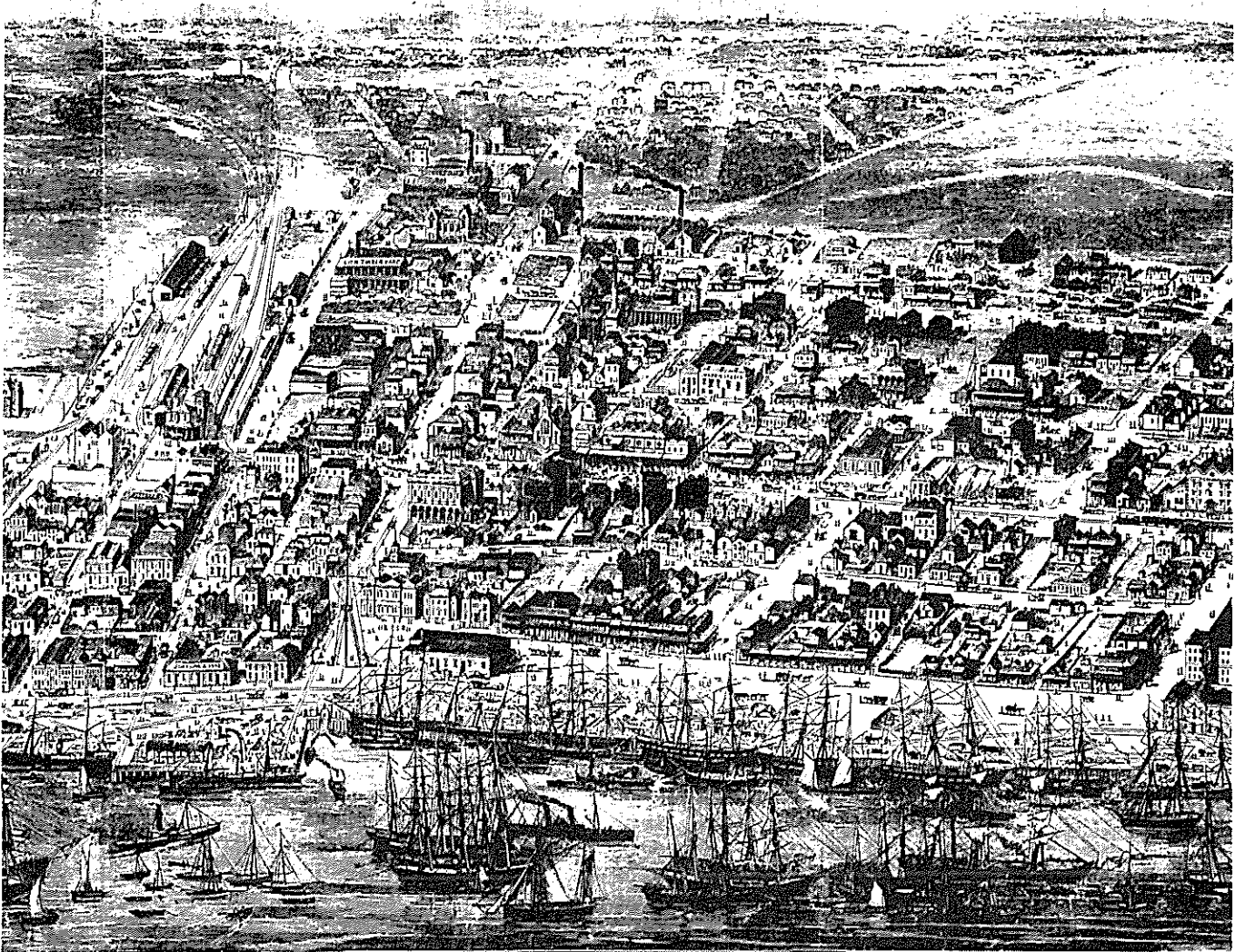
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ELIZABETH VINES
June 1977.

THE REPORT

Aerial View Illustrated Adelaide News May 1879



1. Introduction and Summary

Black Diamond Corner 1927-35



1. INTRODUCTION AND SUMMARY OF RECOMMENDATIONS

The Port Adelaide Conservation Study was commissioned by the State Planning Authority on the recommendation of the Port Adelaide Centre Joint Committee. The aim of the Study is to provide an historic and architectural evaluation of the buildings within the Historic Precinct and Conservation Frontages in the Port Adelaide Supplementary Development Plan Area in order to identify:

- (1) those buildings which should be designated for preservation;
- (2) those additional buildings which contribute to the historic character of the area.

On the basis of this information, a description of the character of the Historic Precinct and Conservation Frontages has been prepared to guide the future development of the area.

The Conservation Study report describes historic buildings under two categories. The map following page 6 illustrates these two categories and outlines the Historic Precinct and Conservation Frontages.

(1) Buildings Worthy of Preservation

Buildings in this category are considered essential to the heritage of South Australia and should be preserved. Buildings marked 'CL' are those already included on the Classified List of the National Trust; those marked 'RL' are on the Trust Recorded List; those marked 'HS' are those buildings identified by the Historical Society of Port Adelaide in their submission to the State Planning Authority.

Buildings worthy of preservation are described on pages 26-39

(2) Additional Buildings of Architectural and/or Historic Significance

Buildings in this category are considered to contribute to the heritage of South Australia and should be preserved if possible. In this Study, emphasis is placed on the retention of the architectural character and particularly the facade of these buildings.

Additional buildings of architectural and/or historical significance are described on pages 40-68

The Study Report describes both categories of buildings in Section 5 and considers these in terms of streetscape and precinct character. Section 6 of the Report details historic characteristics of the Historic Precinct and Conservation Frontages respectively.

BUILDINGS WORTHY OF PRESERVATION

- | | |
|--|-------|
| 1. Port Adelaide Town Hall, 163 St. Vincent Street, 1866; 1884. | CL |
| 2. Customs House (including former Institute), 56 Commercial Road (corner North Parade and Nile Street), 1876; 1879. | CL |
| 3. Police Station, 66 Commercial Road (corner St. Vincent Street), 1860. | CL |
| 4. Court House, 62 Commercial Road (corner Nile Street), 1882. | RL |
| 5. Government Office and Store, 33 Nile Street. 1882. | RL |
| 6. Quarantine Office (formerly Telegraph Station), 29 North Parade. 1867. | CL |
| 7. A.N.Z. Bank, 111 Lipson Street (formerly Union Bank), 1859. | CL |
| 8. Bank of Adelaide, 114 Lipson Street, 1885. | CL |
| 9. Commercial Bank of Australia, 119 Lipson Street. c1886. | |
| 10. Fricker & Company, 127 Lipson Street (corner Divett Street), (formerly Bank of Australasia), 1891. | CL |
| 11. Police Court No. 3, 9 Divett Street (formerly National Bank), 1863. | RL |
| 12. Divett Chambers, 11-13 Divett Street, 1881. | CL |
| 13. Ferguson Bond Store, 126 Lipson Street (corner Divett Street), 1857. | CL |
| 14. Warehouse (former Sailmakers Building), 117 Lipson Street. | CL |
| 15. Warehouse, (former Wemans Building), Jane Street. | CL |
| 16. C.G. McLachlan & Company, 116 Lipson Street. | CL |
| 17. Railway Hotel, 247 St. Vincent Street (corner Lipson Street), 1856. | CL |
| 18. Port Admiral Hotel, 55 Commercial Road (corner St. Vincent Street), 1849 (and subsequent alterations). | |
| 19. Commercial Hotel, 29-31 Commercial Road (corner Divett Street) c1880. | RL |
| 20. Britannia Hotel, 130 Lipson Street (corner McLaren Parade) c1898. | CL |
| 21. Royal Arms Hotel, 275 St. Vincent Street (corner Todd Street and Timpson Street), 1878. | RL |
| 22. St. Vincent Chambers, 259-265 St. Vincent Street. 1883. | RL |
| 23. Adelaide Milling Company, 9 Mundy Street, 1885. | RL HS |
| 24. Kembala House, 55 St. Vincent Street, Coach House, Nile Street (behind Kembala House). | HS |
| 25. Uniting Church in Australia, 169 Commercial Road, (formerly Congregational Church), 1868. | CL HS |

ADDITIONAL BUILDINGS OF ARCHITECTURAL AND/OR HISTORICAL SIGNIFICANCE

A. BUILDINGS WITHIN HISTORIC PRECINCT

26. Port Adelaide Casualty Hospital, 32 Nile Street, 1884. RL
27. Melbourne Steamship Co. Ltd., 7 Divett Street.
28. Southern Shipping Company, 5 Divett Street (formerly A.E. Sawtell, Jeweller).
29. Warehouses, H. Muecke & Co., 6 McLaren Parade (corner Timpson Street), before 1879.
30. Warehouse, Port Carriers Pty. Ltd., 17 Divett Street (corner Lipson Street).
31. Central Chambers, 112 Lipson Street, before 1879.
32. Port Adelaide Providores Pty. Ltd., 125 Lipson Street (corner Divett Street), (formerly H. Graves & Co., General Carriers), before 1884.
33. O.C. Batchelor & Sons Pty. Ltd., 121-123 Lipson Street (formerly W.R. Cave & Co., Shipping Agents Ltd.), c1875.
34. Warehouse, 117A Lipson Street.
35. Lloyd Wiggins & Co. Pty. Ltd., 235 St. Vincent Street, c1875 or earlier.
36. Malin Russell & Co. Pty. Ltd. and Custom Credit Corporation, 229-231 St. Vincent Street.
37. Warehouses, 1865.
William Russell (Ship Chandler, Sailmaker), 217 St. Vincent Street.
Q.B.E. Insurance, 223 St. Vincent Street (corner Calton Street).
Smith Channon & Co. Pty. Ltd., 225 St. Vincent Street (corner Calton Street).
38. Coach House, Calton Street.
39. Warehouse, Port Displays Pty. Ltd., 12 Divett Street.
40. Warehouses, A.W. Sandford & Co., 7-9 Timpson Street, c1892.
41. Warehouse, John McKell & Sons, 15 Timpson Street.
42. Australian Institute of Marine and Power Engineers, 22 Divett Street (corner Timpson Street).
43. Ozone Fish Cafe)
Black Diamond Book Exchange) 45 Commercial Road.
44. T.B. Oliver, General Hardware, 17 Commercial Road.
45. Koch Transport Co., 29-31 Divett Street. c1910.
46. Grainbulk Pty. Ltd., 10 Todd Street (corner Liddon Street), (formerly Dock Hotel)., 1883.

ADDITIONAL BUILDINGS OF ARCHITECTURAL AND/OR HISTORICAL SIGNIFICANCE
- CONT'D.

47. Warehouse, C.M. Lowe, 6 Todd Street (formerly Gamblings Carriers).
48. Warehouse, Smith Patrick Stevedoring Pty. Ltd., 5 Todd Street (formerly Colton & Co.), c1878.
49. Barber Shop, 253 St. Vincent Street, c1880.
50. Tradex Transport Pty. Ltd., 249-251 St. Vincent Street. c1880's.
51. George Wills & Co. Ltd., 21 Divett Street (corner Timpson Street).

B. BUILDINGS OUTSIDE THE HISTORIC PRECINCT

52. Quin's Sports Store, 218-220 St. Vincent Street (formerly Robert Fraser, Draper and Clothier).
 Pt. Adelaide Hobby Centre, 216 St. Vincent Street.
 News Agency, 214 St. Vincent Street (corner Commercial Road).
53. Vacant Shop, 103 Lipson Street.)
 Hairdresser and Tobacconist, 105 Lipson Street)
 Delicatessen 240-242 St. Vincent Street.) Corner St.
 International Communication System, 244 St. Vincent St.) Vincent
 Brand's Shoe Service, 238 St. Vincent Street) St. and
 Acres Dry Cleaners, 236 St. Vincent Street) Lipson St.
 Jones' New and Used Furniture, 232 St. Vincent St.)
54. M.J. Flynn, Pet Shop, 101 Lipson Street.
55. McColl's Hardware, 97-99 Lipson Street.
56. Dulux Australia Ltd., 93 Lipson Street (formerly Savings Bank of S.A.), 1906. SL HS
57. Formby Memorial Drinking Fountain, S.E. corner Lipson Street and St. Vincent Street, c1874. CL
58. Quin's Canvas Goods Pty. Ltd., 6 Hart Street.
59. Quin's Sailmakers and Riggers, 77 St. Vincent Street (formerly Presbyterian Church), 1882.
60. British Hotel, 13 North Parade (corner Nelson Street), c1880.
61. Residence, 13 Nile Street. HS
62. Club House Hotel, 8 St. Vincent Street (corner Formby Street), 1878. HS
63. Residence, 21 Minories Street, 1888. HS
64. St. John's Spiritual Church, 28 Cannon Street (corner Ship St.), (formerly Gymnasium), 1922.
65. Store, 35 Dale Street (corner Ship Street).

ADDITIONAL BUILDINGS OF ARCHITECTURAL AND/OR HISTORIC SIGNIFICANCE
- CONT'D.

- | | | | |
|-----|--|----|------|
| 66. | St. Mary's Roman Catholic Church, Corner Dale Street and Marryatt Street, 1858; 1868. | | HS |
| 67. | "The Barclay Select Accommodation", 85 Dale Street.)
"Howard House", 87 Dale Street.) | | HS |
| 68. | Legacy Hall, 94 Dale Street (corner Marryatt Street) (formerly "Independent Order of Oddfellows" Hall), 1866. | | HS |
| 69. | Residence, 56 Dale Street. | | RL |
| 70. | Residence, 54 Dale Street. | RL | HS |
| 71. | Old Presbyterian Church (contained within warehouse of W.R. Grace) 69 Leadenhall Street (corner Marryatt Street), 1857. | RL | HS |
| 72. | "Vosz Store" corner Lipson Street and Butler Street. | | CL ✕ |
| 73. | St. Paul's Church of England, St. Vincent Street, 1905. | | RL |
| 74. | W. Thomas & Co. (Formby's Store) 36-58 Leadenhall Street, 1861. | RL | HS |

C. CONSERVATION FRONTAGES

ST. VINCENT STREET, NORTH SIDE

- | | |
|-----|---|
| 75. | Kirby Building, 147 St. Vincent Street (corner Robe Street) (formerly Brunswick Pier Hotel). |
| 76. | Second-Hand Dealer, 141 St. Vincent Street. Barker Bros. Dry Cleaning, 143-145 St. Vincent Street. |
| 77. | Commonwealth Banking Corporation, 173 St. Vincent Street (formerly Health Officers Residence), c1883. |

COMMERCIAL ROAD, EAST SIDE

- | | |
|-----|--|
| 77a | Newsagent, 69 Commercial Road (corner St. Vincent Street).
Delicatessen, 71 Commercial Road.
Gift Shop, 73 Commercial Road.
Sanitarium Health Food Co., 75 Commercial Road. |
| 78. | Ezywalkin Shoes, 83-85 Commercial Road (formerly Crooks and Brooker Furnishing Establishment), before 1881. |
| 79. | Mens Wear, 87 Commercial Road.
Shop, 89 Commercial Road.
S.A. Overlocking Service, 89A Commercial Road. -
Shop, 91 Commercial Road.
Jeweller, 91A Commercial Road. |
| 80. | Orchid Dry Cleaners, 109 Commercial Road.
Shop, 111 Commercial Road.
City Rubber Stores Pty. Ltd., 113 Commercial Road (corner Butler Street). |

ADDITIONAL BUILDINGS OF ARCHITECTURAL AND/OR HISTORIC SIGNIFICANCE
- CONT'D.

COMMERCIAL ROAD, EAST SIDE - CONT'D.

81. Chiropractic Clinic, 117 Commercial Road (corner Butler Street).
 Lowe's, 119-121 Commercial Road.
 Army Disposals, 123 Commercial Road.
 Surgery, 125 Commercial Road.
 Florist, 127 Commercial Road.
 Hairdresser, 129 Commercial Road.
 Land Agents, 133 Commercial Road.
 Shop, 135 Commercial Road (corner Godfrey Street).






COMMERCIAL ROAD - WEST SIDE

82. Newmarket Hotel and Shops, "Newmarket Buildings",
 118-134 Commercial Road.
83. Brown's Furniture, 112 Commercial Road (corner Cannon Street)
 (formerly the Sussex Hotel).
84. Theda Bara Boutique, 80 Commercial Road.
 The Spot Cafe, 82 Commercial Road.
85. "Central Buildings" (c1850) and Central Hotel (c1884),
 74 Commercial Road (corner St. Vincent Street).

ST. VINCENT STREET - SOUTH SIDE

86. Witchery Frock and Sportswear, 186-190 St. Vincent Street (corner
 Marryatt Street) (formerly Ozone Theatre), c1913.
87. Shops "Bower Buildings", 150-166 St. Vincent Street.
88. Singer Sewing Centre, 138 St. Vincent Street.
 Delicatessen, 140 St. Vincent Street.
 Kinki Klobba, 142 St. Vincent Street.
 Globe Hotel, 144 St. Vincent Street (corner Robe Street) 1865.
89. Vanessa Boutique, 128 St. Vincent Street.
 Shop, 130 St. Vincent Street.
 Baker, 132-134 St. Vincent Street.
90. Rakowski House (delicatessen), 126 St. Vincent Street.



-  Historic Precinct
-  Conservation Frontages
-  Buildings worthy of preservation
-  Additional buildings of architectural and/or historic significance
-  Supplementary Development Plan Boundary Port Adelaide Centre

PORT ADELAIDE CONSERVATION STUDY

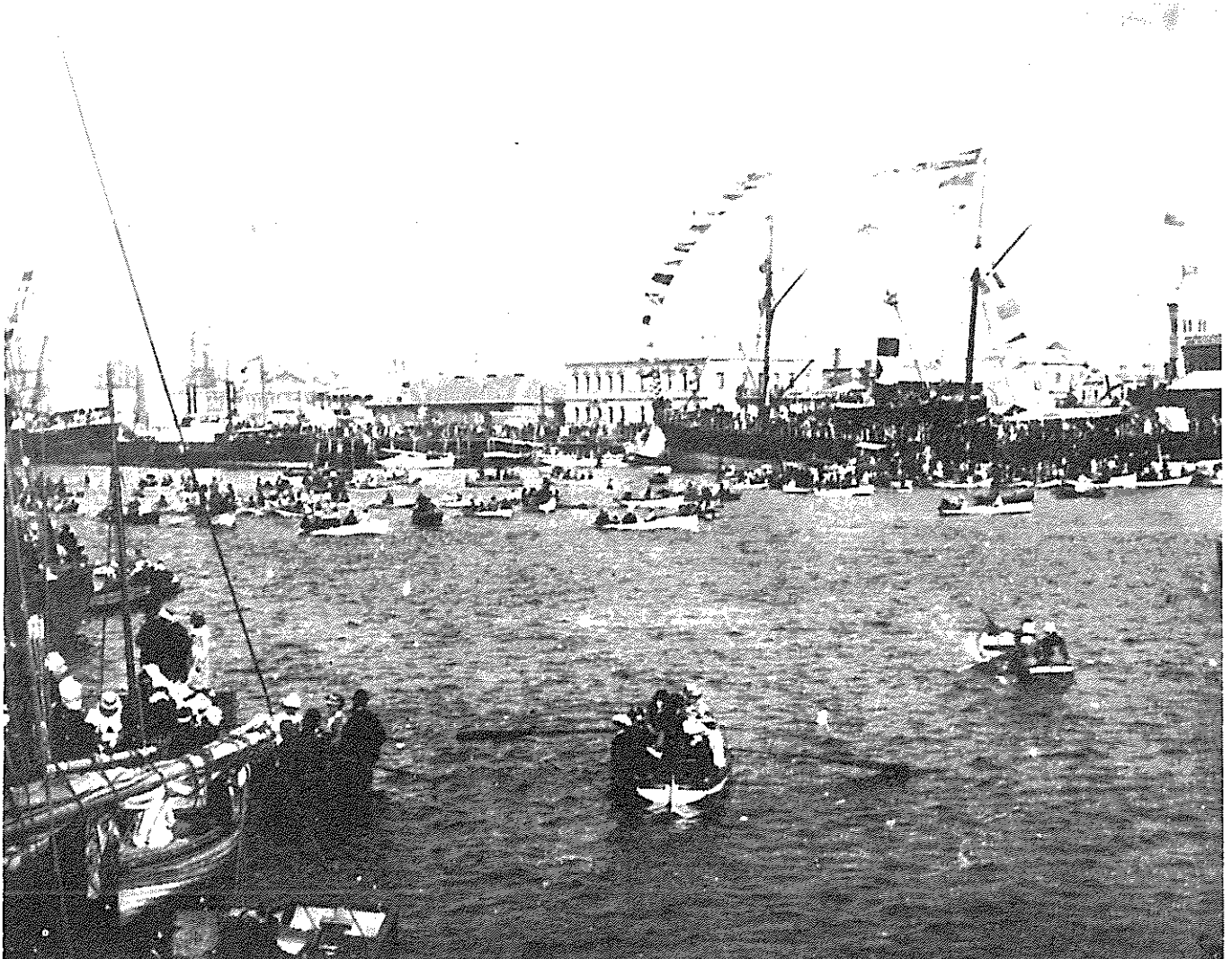
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2. Background

New Years Regatta Pt. Adelaide, 1884



The Conservation Study of Port Adelaide was prepared at the request of the Port Adelaide Centre Joint Committee following the presentation of the Consultants Stage 2 Report in December, 1976. The Stage 2 Report (1) outlines a series of planning proposals for the Port Centre, including the basis of the Acquisition and Redevelopment Scheme as required by Section 63A of the Planning and Development Act, as well as the Draft Supplementary Development Plan.(2) The Draft Supplementary Development Plan provides policy guidelines for the future development of the Port Centre.

The Plan seeks to re-establish the Port Adelaide Centre as the retailing, business and community centre for the surrounding district. It seeks, among other things, to "ensure the integrity of the historical character of the Port Centre" and "ensure that future redevelopment and land uses are compatible with the desired future character of the precincts."

This study concentrates on the Historic Precinct and Conservation Frontages as defined in the Draft Supplementary Development Plan.

- (1) Monarto Development Commission.
Port Adelaide Centre Stage 2 Report, December 1976.
- (2) South Australian State Planning Authority.
Draft Supplementary Development Plan.
Port Adelaide Centre. June 1977.

3. The Need for Urban Conservation in Port Adelaide

H. Weman, Sailmaker and Ship Chandler, Lipson Street C1880-1886.



Port Adelaide has been described as the most important historical centre in South Australia, outside the City of Adelaide. Whilst the Port has undergone considerable growth and development, it still retains a unique and extensive collection of late 19th century and early 20th century architecture. Its buildings illustrate its past importance as the hub of shopping, transport and industrial development of early Adelaide.

Many historic elements have been already lost in Port Adelaide. With larger ships and modern means of handling them, the Port functions have changed. The development of large storage sheds resulted in the removal of most of the original waterfront. Almost all the old commercial buildings along North Parade were demolished in the 1950's and the construction of extensive storage sheds has resulted in almost complete visual separation of the Port Centre from the waterfront.

However, a significant number of historic buildings still remain in a concentrated area in the Port, and these have been recognised as worthy of preservation by the Port Adelaide Historical Society and the National Trust of South Australia. Both the "Historical Conservation Study of the Port Adelaide District" (Super Environment Design and Research Studio 1975 for the Historical Society) and the "Report on the Nautical Heritage of Port Adelaide". (P.G. Pak Poy and Associates Pty. Ltd., August 1976 for the National Trust) consider the historical character of the Port Centre to be of State Importance.

For a conservation programme to be carried out successfully in Port Adelaide, it will be necessary to take a series of actions by both Government and Community organisations:

- . Collect basic data by survey of the physical and social history contributing to the character of the Port Centre.
- . Prepare protecting legislation.
- . Implement positive financial assistance.
- . Provide advice on conservation for all Government and private groups whose decisions will affect the character of the Port Centre.
- . Educate the community to an awareness of the value of the historic environment and the intentions of the controls to retain it.

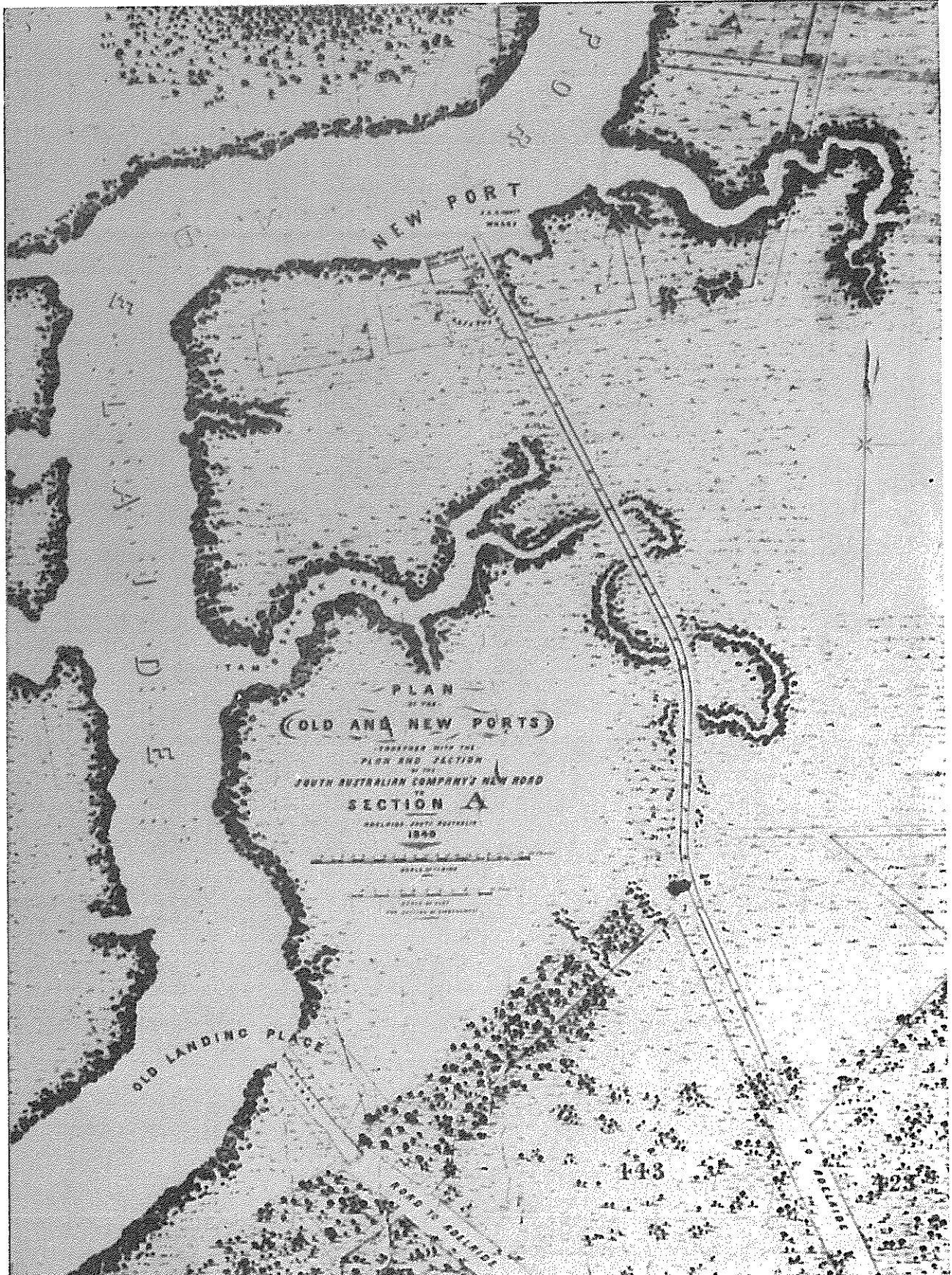
Much of the historic data collection has been undertaken in this and earlier reports and proposals for the retention of the historic character of the Port are outlined in the Port Adelaide Centre Stage 2 Report by the Consultants to the Joint Committee. Proposed financial assistance to retain and enhance the historic character of the area is contained in that report, and reference made to the powers of the State Planning Authority to achieve that objective.

It is understood that additional legislation is currently being prepared within the Premier's Department, which will deal more specifically with Historic Buildings and the means of preserving them.

The objective of the Conservation Study is to provide a detailed evaluation of the historic value and character of properties within the defined Historic Precinct and Conservation Frontages for the State Planning Authority and the Port Adelaide Council, and subsequently to members of the Community. The information will also be used as reference material for the Joint Committee in development control.

4. Study Procedures

Port Adelaide Plan, 1840



The research for the study involved the collection of all available information on the buildings within the Historic Precinct, Conservation Frontages and those buildings outside the Historic Precinct considered to be of historic significance.

4.1 REFERENCE MATERIAL AND OTHER SOURCES

The principal source of information was the reference material and local knowledge of individuals, the information available through the National Trust of South Australia, and the South Australian Archives at the State Library. A brief summary of information sources is listed below:-

- . Mr. Brian Samuels, Historian, of the Port Adelaide Historical Society made available his own thesis "Community in the Port Adelaide District 1861-1901" which contained much information on the early physical and social development of the Port area. He also made available his collection of photographs, photographs from the Historical Society and relevant photo-stated information gained from a wide number of sources.
- . Mr. Ray Gilbert, a local historian involved in research of early newspapers was able to provide assistance regarding the age, and in some cases, architects and contractors associated with specific buildings.
- . The National Trust provided access to their files on individual buildings.
- . The archives of the A.N.Z. Bank, Commonwealth Banking Corporation, National Bank and Savings Bank of South Australia, all of which provided early photographs and other documents.

4.2 EARLY PHOTOGRAPHS OF PORT ADELAIDE

The South Australian Archives collection of early photographs of the Port Centre was searched and relevant photographs recorded on a card with the archives description, reference number and folder number. The file number and frame are also recorded on the card for easy reference.

Other illustration material used in the study was also photographically recorded in a similar way.

The Historical Picture Collection of the Latrobe Library, State Library of Victoria was consulted and copies obtained of relevant material. Illustrations of buildings in Port Adelaide from the Latrobe Library "Illustrations Index" were also consulted, and copies taken of buildings and accompanying descriptive text.

4.3 PHOTOGRAPHIC SURVEY OF PORT ADELAIDE - AN INVENTORY OF BUILDINGS

A catalogue, or card index of individual buildings in the study area was compiled and this forms the basis of the report.

Each card records a particular building (or in some cases, groups of buildings) and is set out in a manner shown below:

block no.	allot no. *	precinct	prop nat est +	National Trust X	Valuatn. No.

Address:

Present use/name:

Former use/name:

Date of construction:

Materials:

Architect/builder:

Alterations/additions:

REVERSE SIDE

Historical information/
items of interest:

References:

- * "allot no.". A titles search was undertaken and allotment numbers voted for most of the buildings was surveyed. This was to avoid confusion when locating a building on a map of Port Adelaide.
- + "prop nat est" indicates whether or not a building has been included in the proposed listing for the register of the National Estate, gazetted on March 30, 1977. The study includes on page 109, a list of buildings which should be included on the list.
- X "national trust" ratings are noted. Those marked "CL" are included on the Classified List and refer to those buildings 'which in the Trust's view are essential to the heritage of Australia and which should be preserved'. Those marked "RL" are included on the Recorded List and refer to those buildings 'which should be recorded and the preservation of which should be encouraged'. Those marked "FILE" have information filed on the building by the National Trust.

It is suggested that copies of this catalogue be held and updated by the State Planning Office and the Port Adelaide Historical Society. In this way a centralised body of information regarding the Port Buildings will be available for easy reference.

The cards are all filed according to street layout. The early photographs of Port Adelaide are filed in a similar way so that easy reference may be made to the former appearance of a building visible in early photos. In this way an authoritative source of information will be available regarding the building's originality and intactness.

4.4 PHOTOGRAPHIC SURVEY STREETSCAPES

As well as compiling photographs of individual buildings, photographic elevations have been compiled for every street in the Historic Precinct and along the Conservation Frontages. In this way a building can be evaluated in relation to other buildings, and in terms of the contribution to the scale and overall visual character of the street. In this case, retention of a building may be sought, not for its individual architectural merit, but for its scale and compatibility with other notable buildings along the street.

Photographic elevations of the Historic Precinct can be seen on pages 75 to 81. Elevations of the Conservation Frontages can be seen on pages 82-85

5. Identification and Description of Historic Buildings

Bank of Adelaide, Lipson Street



This section of the report identifies and describes those buildings which should be designated for preservation, and those additional buildings which contribute to the historic character of the area.

In this discussion, constant reference is made to the 1886 map of Port Adelaide and the 1879 lithograph. The 1886 map is included in Appendix I and the 1879 lithograph forms a divider to this report. Reference was also made to ratebooks and directories to help establish the date of buildings.

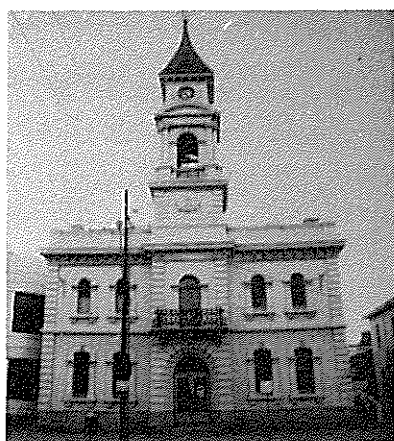
5.1 BUILDINGS WORTHY OF PRESERVATION

Buildings in this category are considered essential to the heritage of South Australia and should be preserved. The following discussion on pages 26 to 39 , provides a detailed discussion of these buildings and attempts to summarise the important architectural elements and history associated with each building.

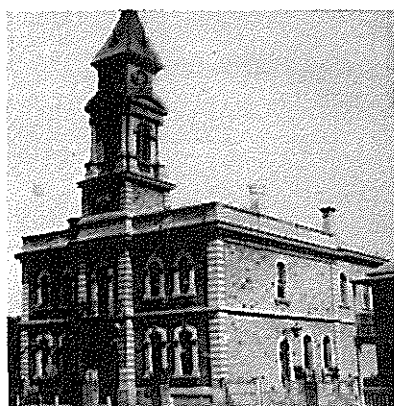
5.2 ADDITIONAL BUILDINGS OF ARCHITECTURAL AND/OR HISTORIC SIGNIFICANCE

Buildings under this category are considered to contribute to the heritage of South Australia. It is recommended that these be recorded and their preservation encouraged. In this study, emphasis is placed on the retention of the architectural character of these buildings. These buildings are discussed on pages 40 to 68 .

5.1 Buildings Worthy of Preservation



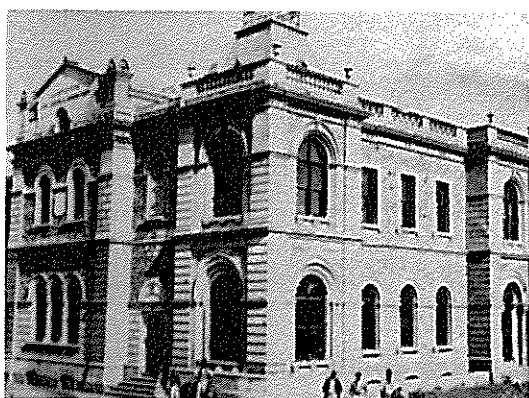
(1) PORT ADELAIDE TOWN HALL, 163 ST.VINCENT STREET, 1866; 1884.



This gracefully proportioned building was completed in 1866 to the design of Woods & Wright, Architects, for £4980. It was constructed in coursed rubble and dry creek stone with cement dressings. It has since been painted. An early photo shows it in unpainted form (with a house on the left-hand side built in 1848 by David Bower, and the Medical Officers House on the right). Note how the original incised pedestal or plinth has now been rendered smooth. Apart from this minor change, the existing facade is very intact.

Extensions were made in 1884 comprising Mayoral portions, reception rooms and staff quarters. New municipal chambers were built to the west of the town hall in 1940. The simplicity and symmetry of form, and the restrained facade detailing make this one of the most attractive buildings in the Port.

(2) CUSTOMS HOUSE (INCLUDING FORMER INSTITUTE)
56 COMMERCIAL ROAD (CORNER NORTH PARADE
AND NILE STREET), 1876; 1879.



The former Institute building was erected for £4500 on the site of the old No. 4 Bonded Store during 1874-1876. R.G. Thomas was the Architect and Cleave and Williams were the Contractors. It is constructed of bluestone, bricks, portland cement dressings and in portions, freestone dressings. Originally a lookout was provided by constructing a mansard roof over the angle of Commercial Road and Nile Street. This is visible in early photos, but has since been demolished. Freestone fluted columns, bases and carved capitals decorate the principal entrances. Original urns over the corner tower and entrances have been removed. This building is the southern portion of the present Customs House.

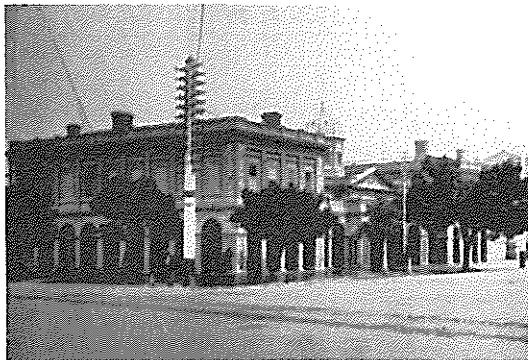
In 1877 the Colonial Architect drew up plans for a building to house the Marine Department, Surveyors and Harbor Master. Tenders for £11,102 were accepted and Williams and Cleave were the Contractors. This building, completed in 1879, was separated from the Institute by a small lane. This was built upon to first floor level in or by 1890, and to second floor level at a later date.

In 1901, the Customs Department occupied the whole of the 1879 building; in 1959 the interior of the Institute was remodelled to serve as part of the Customs House.



(3) POLICE STATION, 66 COMMERCIAL ROAD,
(CORNER ST. VINCENT STREET) 1860.

This building, designed by E.A. Hamilton and built by English and Brown for £7500, was originally built as a Court House (Centre portion), Customs House (North Wing), and Police Station (South Wing). The original building had a cupola over the central portion, but this was demolished at an unknown date (not later than 1918).

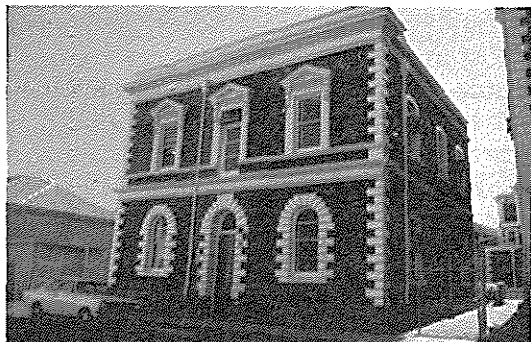


Originally the bluestone structure was unpainted, which highlighted the brick trim and quoin work. A unique system of footings was devised by Hamilton - the building was constructed on a raft of river red gums embedded in lime concrete. Built in the Italian Classic Style, the symmetry and rhythm of the collonade give this building a pleasing appearance. The memorial at the front was erected in 1918 to perpetuate the memory of deceased labour workers.

(4) COURT HOUSE, 62 COMMERCIAL ROAD,
(CORNER NILE STREET) 1882.

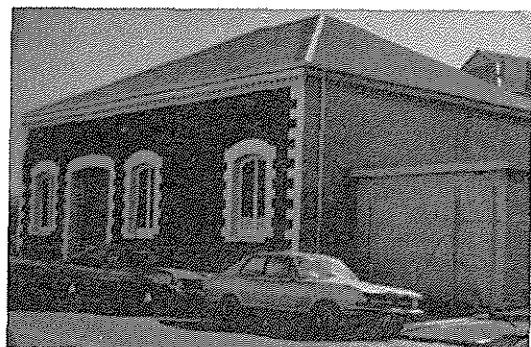


The Court House was built to the design of E. Woods, Architect-in-Chief, supervised by Mr. Owen Smythe, and built by Contractor R. Honey. It is built on the site of the Old Marine Board Offices. It was originally assymmetrical in design with only the central portion and northern wing (with plaza now filled in with two windows and recessed doorway). The southern wing was constructed at a later date. The design is restrained with a rendered banded facade and conservative treatment of classical motifs.



(5) GOVERNMENT OFFICE AND STORE,
33 NILE STREET, 1882

This bluestone building was built in 1882 to house the offices of the Waterworks. In 1914, it was taken over by the E. & W.S. Department who occupied it until it passed under the control of the Harbors Board after World War II. It is a well preserved example of an early bluestone building with cement rendered dressings and quoin work. It was built by Contractors Kestel and Burge for £1500. The adjoining store is also worthy of preservation for its fine stone work, brick quoining and cornice bracket work.



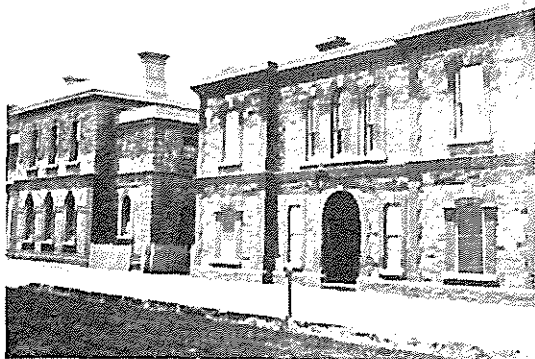
(6) QUARANTINE OFFICE (FORMERLY TELEGRAPH STATION), 29 NORTH PARADE, 1867.

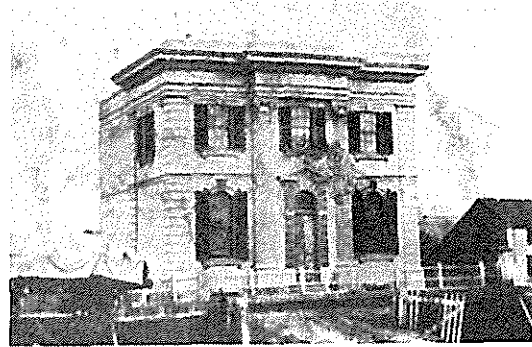
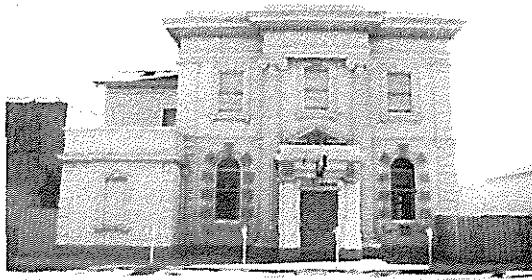
This building was constructed to the design of Thomas English, Commissioner of Public Works, and built by Thomas Tapson and Carl Niescke^h for £2300.

It is constructed of bluestone, with cut stone dressings and rusticated quoin stones to the ground floor. An early photo, dated c 1880 shows the original building - it has since had the window surrounds, freestone dressings and cornice painted and chimneys removed.

Originally the front entrance was only a small window mirroring the western wing. A new door and fan light have since been installed, and the surrounds cement rendered with voussoirs extended in horizontal bands.

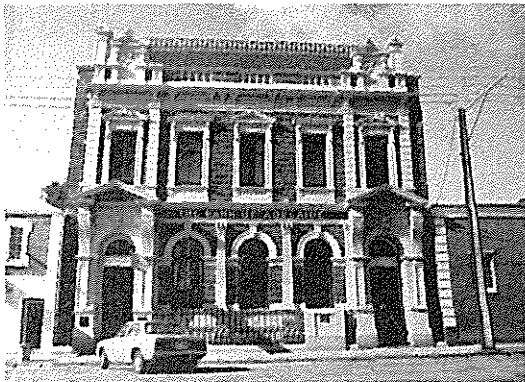
The simplicity of form, and exposed stonework make this a notable building.





(7) A.N.Z. BANK, 111 LIPSON STREET
(FORMERLY UNION BANK), 1859.

This bank is a fine example of early Victorian Bank Architecture. Designed by E.W. Wright, a noteworthy Adelaide architect, and built by C. Farr of Franklin Street, Adelaide, the basic character of the facade has been well preserved. In 1923, a front porch and side wing (on the south) were added. However, an early photo records the original facade, which had rusticated door surrounds and wooden shutters. The original pediment over the doorway is still visible today. The delicate facade decoration, and projecting cornice contribute to this building being an excellent example of the conservative classical style of bank architecture.



(8) BANK OF ADELAIDE, 114 LIPSON STREET, 1885

This building was constructed in 1885 by Kestel and Burge. It is a supreme example of a high Victorian bank. The walls are of roughly squared bluestone and the stucco trim decoration is extremely elaborate: incised pilasters with Corinthian capitals, elaborate keystone decorated with carved acanthus leaves, and a projecting cornice supporting a classical balustrade broken by pediments at either end. The cast iron frieze surmounting the galvanised iron roof and the wrought iron fence are also of note. At the rear, two turrets contain hand hewn wooden spiral staircases.

This bank embodies the four design principles of boom classicism architecture: elaboration of ornament, distortion of architectural elements, concentration of ornament (for instance at the entrances and along the parapet) and architectural composition (with entrances at either end with pedimented doorways). It is an outstanding bank which survives from the boom period in the 1880's.



(9) COMMERCIAL BANK OF AUSTRALIA,
119 LIPSON STREET, c1886.

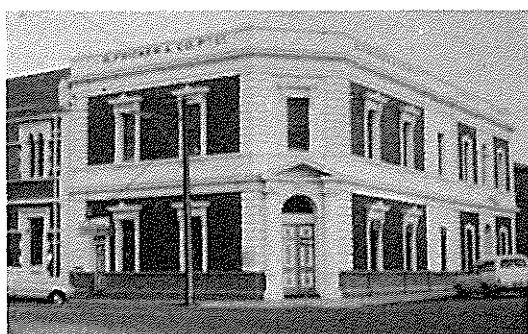
This building is visible on the 1886 map. It has an ornate mannerist facade with rusticated window surrounds, voussoirs, banded pilasters on the ground floor, and incised pilasters on the upper floor. It is a very intact and well preserved example of a high Victorian bank, and is characterised (like the Bank of Adelaide opposite) by the distortion and elaboration of the rules and conventions of conservative classical architecture.

(10) FRICKER & COMPANY, 127 LIPSON STREET,
(CORNER DIVETT STREET) (FORMERLY BANK
OF AUSTRALASIA) 1891.

The Bank of Australasia bought this site in March 1882 for £2,143, and built the present building in 1891 for £3,238.

The building is well proportioned with doric columns and pediment emphasising the corner entrances. The Lipson Street entrance is highlighted by voussoirs extended to form horizontal bands, and a curved pediment above the doorway.

An early photo dated c 1899, held by the A.N.Z. Archives shows that the entrance off Divett Street is a later alteration.



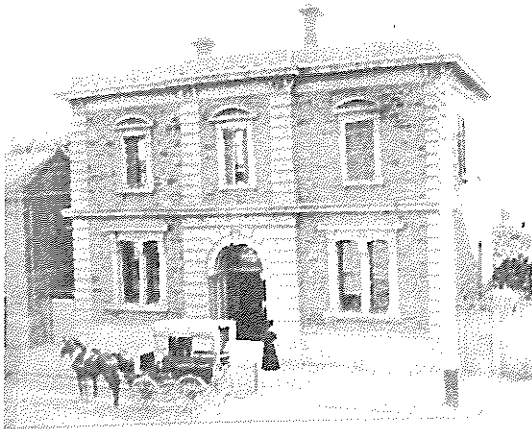
Compositionally, emphasis is placed upon the corner entrance. However, the two facades are unified by the podium at ground level, and cornice and parapet at the top of the building.

The bank was auctioned and sold privately in 1916 for £3,500.



(11) POLICE COURT NO. 3, 9 DIVETT STREET
(FORMERLY NATIONAL BANK) 1863

This building was constructed in 1863, possibly to the design of Edmund Wright, or Woods Bagot, Architects, both of whom designed other National Banks in Adelaide. It is of simple early Victorian style and embodies all the features of a bank constructed in the conservative classical style. The architectural system is a precise vocabulary of mouldings (cornices, architraves, pediments and quoin work), derived from the Italian Renaissance and the English Palladian and 19th Century Renaissance revivals.

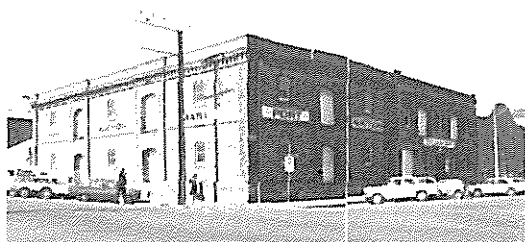


(12) DIVETT CHAMBERS, 11-13 DIVETT STREET,
1881.

This Building, originally the "Advertiser Buildings" is constructed in the Gothic Revival Style, and is the only secular building in that style in the Port Centre. It is constructed of bluestone, and the facade is symmetrical around the central Gothic pediment and finial. Ribbed gothic arches, pillared door jambs, horizontal string courses, paired lancet windows with hood moulds, and brick cornice brackets holding the eaves are all used to decorate the facade. Note the early down pipes held in place by fleur de lys brackets.

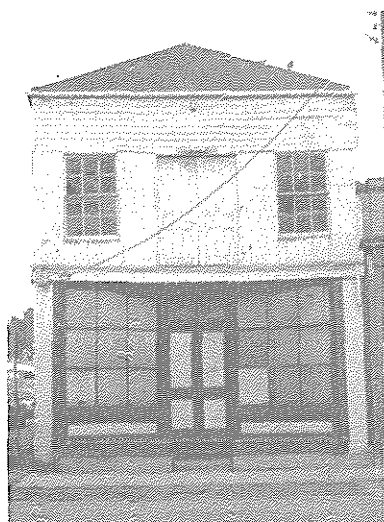


The 1886 map shows the Bank of Australasia, occupying the western portion of this building.



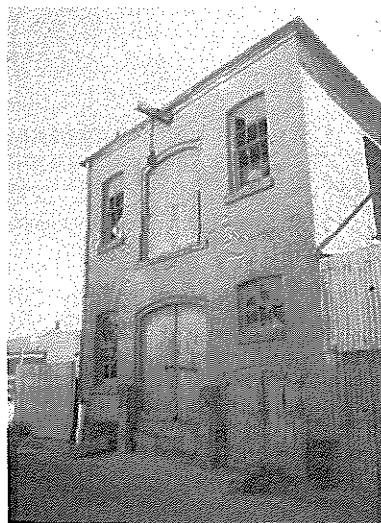
(13) FERGUSON BOND STORE 126 LIPSON STREET
(CORNER DIVETT STREET) 1857

The corner building was built in 1857 for Elder and Company, predecessor of Elder Smith, now Elders GM. This is an excellent example of early bluestone warehouse construction. Intricate brick quoin work decorate the building corners, the doors, and the windows. An elaborately constructed projecting brick cornice and string course and deeply recessed doors of sturdy timber construction combine to make this a truly noteworthy building. The date of construction of the second store facing Lipson Street is unknown. The facade treatment is noticeably different.



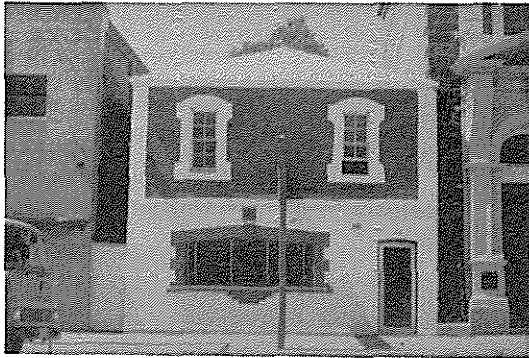
(14) WAREHOUSE, (FORMER SAILMAKERS BUILDING)
117 LIPSON STREET.

This building was built for Henry Weman, Sailmaker and Ship Chandler. The ground floor walls are brick and first floor walls timber framed sheathed in corrugated galvanised iron. The shop front with nine-paned windows either side of the recessed doorway is virtually unchanged from the 1880's. It is a unique early shop building, and is remarkably original.



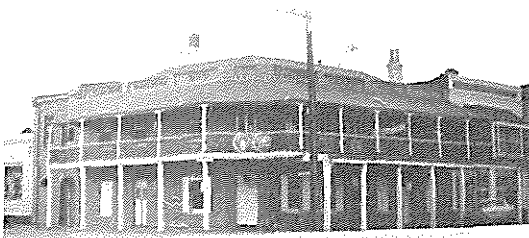
(15) WAREHOUSE, (FORMER WEMANS BUILDING)
JANE STREET.

This sail-loft belonged to Henry Weman and is visible in the 1879 lithograph. It is of simple unpainted brick construction with double hung, six-pane windows (unfortunately broken) and rough heavy timber doors. Note the early hoist over the 2nd floor entrance.



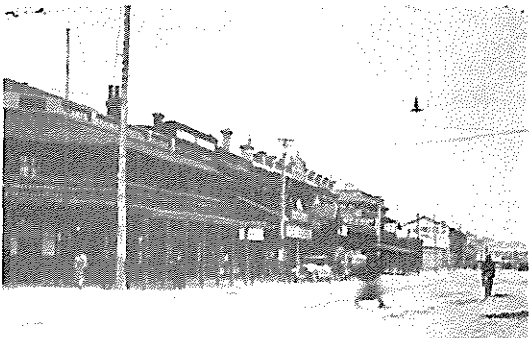
(16) C.G. McLACHLAN & CO., 116 LIPSON STREET

This brick building was probably the original premises of the Bank of Adelaide in Lipson Street. The bank originally leased a premises on Queen's Wharf in 1866, and moved to this building in 1884 as a temporary measure while the present branch was being built. The building is plain, and is constructed using the old fashioned English brickwork bond, which in this case consists of a row of headers, three rows of stretchers, a row of headers and so on.



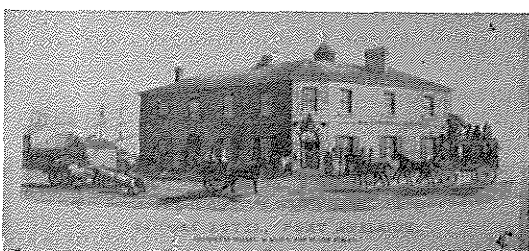
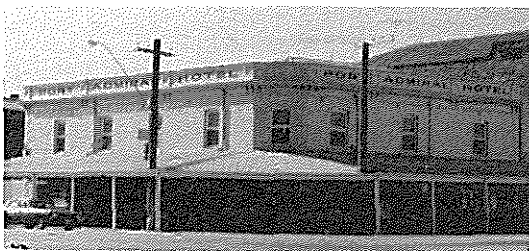
(17) RAILWAY HOTEL, 247 ST. VINCENT STREET
(CORNER LIPSON STREET) 1856

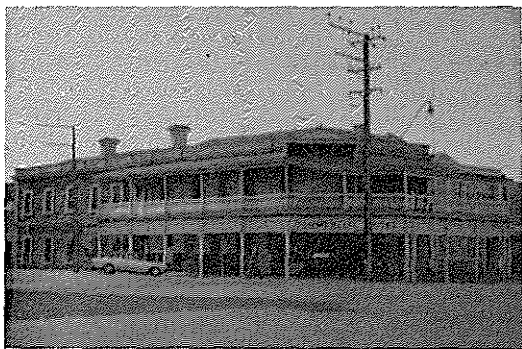
This hotel was built in 1856. It is remarkably intact with original french doors to the upper balcony, and delicate brick dressings and wood mouldings over the doors and windows. The cast iron work appears to be a later replacement. It is a noteworthy example of an early Victorian hotel.



(18) PORT ADMIRAL HOTEL, 55 COMMERCIAL ROAD
(CORNER ST. VINCENT STREET), 1849
(AND SUBSEQUENT ALTERATIONS)

This Hotel was first licensed as the "Railway Hotel" because one early scheme had the Port to Adelaide Railway routed down the Port Road. An early engraving (1849-51) of this hotel survives - the configuration of windows and the corner quoin work suggests that the present building is the original. The parapet has been remoulded, and the verandah added later than 1886. Windows on the ground floor level have been altered, but the overall impression is of an original simply constructed early victorian hotel (note the early downpipes with cast iron funnels).





(19) COMMERCIAL HOTEL, 29-31 COMMERCIAL ROAD
(CORNER DIVETT STREET) c 1889



The Commercial Hotel obtained its first licence in 1840, but the original hotel was destroyed in 1857 in a fire which burnt out most of the block to the Port Admiral Hotel. It appears that the present hotel was built in the late 1880's, but the exterior has undergone several changes. Originally all the parapet was visible and the 2nd storey verandah with coupled columns was of equal width all around (see photo c1880-81). By 1924 a corner pediment had been added and a balcony extended the full width of the footpath (see photo 1924-27). Today the verandah is again different with the verandah roof to the second floor extending right across the footpath over the balcony. This results in an awkward roof junction at the corner. Wrought iron work has replaced the original timber balustrade, and a diagonally boarded fascia has been added to the ground floor. The original parapet is still visible under the corner pediment. The hotel is quite unique for its unusual verandah form. The exposed bluestone at the rear along Divett Street is also noteworthy.

(20) BRITANNIA HOTEL, 130 LIPSON STREET
(CORNER McLAREN PARADE) c1898



This Hotel was first licensed in 1850 but it appears that it is the second hotel building on this site. The 1886 map shows an earlier two storeyed building with balconies and this is visible on the 1879 lithograph. The Britannia is one of the few late Victorian buildings in the Port. It has extremely fine iron lace work and a decorative verandah pediment with finial. On the ground floor, the diagonally boarded timber verandah fascia board is of note. The walls are stuccoed (and banded horizontally on the ground floor) and the parapet, supported by brick cornice brackets unifies the two facades.



(21) ROYAL ARMS HOTEL, 275 ST. VINCENT STREET
(CORNER TODD STREET AND TIMPSON STREET)
1878

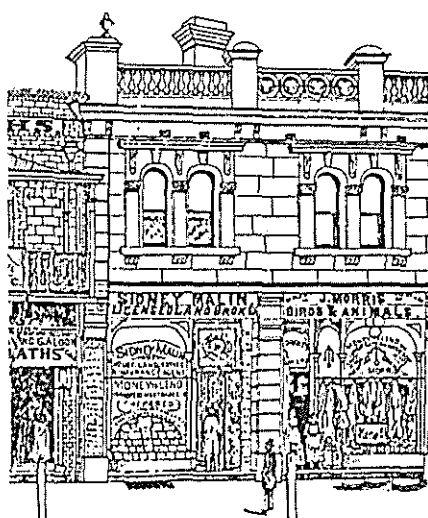
This building was constructed in 1878 for Mr. Ford and was renovated in 1907. An early photo dated 1924 shows the Hotel with a first floor balcony - a ground floor verandah has subsequently been added. The original classical balustrade surmounting the parapet has been removed.

This building is an excellent example of high Victorian hotel architecture. The facade is highlighted by a delicate iron lace balustrade and verandah brackets, quoin work, cement rendered door and window surrounds with rusticated keystones, and a prominent projecting cornice with brackets.

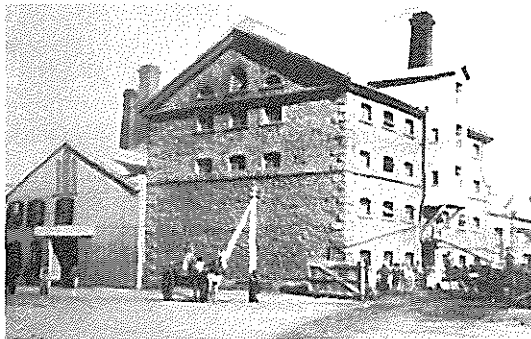
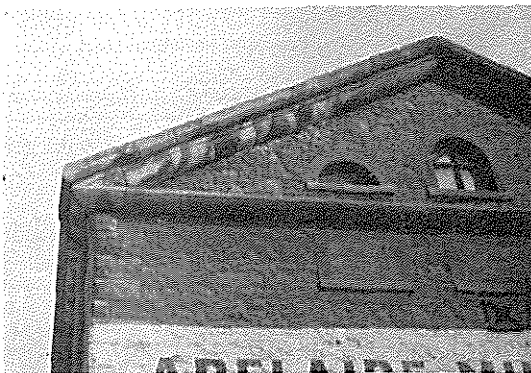
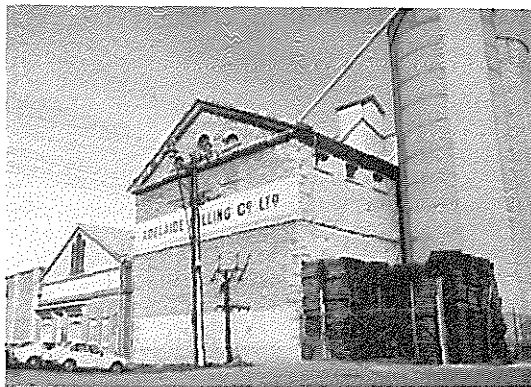


(22) ST. VINCENT CHAMBERS
259-265 ST. VINCENT STREET, 1883

These shops were built for the Hon. Alex Hay, MLC, and the plans still survive. The drawings are signed by William Beattie, Architect, and the Contractors were Robin and Hack. The original design did not have a verandah, but this appears to have been built by 1901. The shop-fronts themselves are remarkably intact with slender half columned mullions framing the plate glass. The doors are recessed with semi-circular glass lights above. The classical balustrade with circular motifs (containing trefoils), the delicate cast iron brackets and decorative verandah gable, and the paired classical first floor windows with broken string course, combine to make this a unique group of shops surviving from the last century.

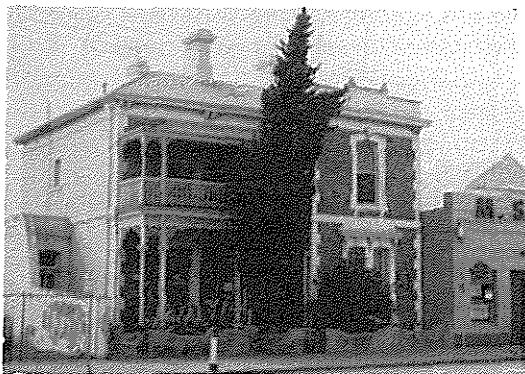


An early sketch dated March 1886 shows these shops before the addition of the verandah.



(23) ADELAIDE MILLING COMPANY, 9 MUNDY STREET, 1855

This mill, erected by Captain Hart in 1855, is the oldest surviving industrial building in Port Adelaide. It is an outstanding example of early stone work with remarkable detailing in the massive stone pediment. The large stone blocks forming the eaves are keyed into the stone-work without any mortar between the joints; the projecting string course is similarly detailed. The walls, two feet six inches in thickness, are constructed of sandstone which was brought by Captain Hart from Port Vincent. The design of the mill was forwarded to the proprietors from England and the building was erected for £3,750. Its use as a mill ceased in 1903 and it now contains two very large free-standing silos.

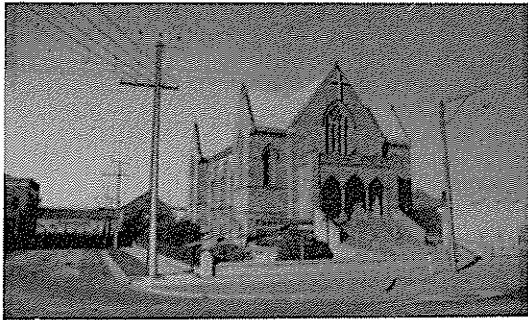


(24) KEMBLA HOUSE, 55 ST. VINCENT STREET
COACH HOUSE, NILE STREET (BEHIND KEMBLA HOUSE)

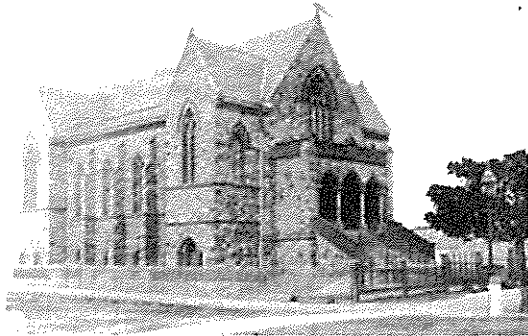
This house was probably built for a doctor and is one of the few substantial 2 storey residences in the Port. The bluestone is exposed and delicate cast iron work decorates the verandah.

The original coach-house at the rear still survives. The big arched stable doorways have been bricked up and several windows have been added.





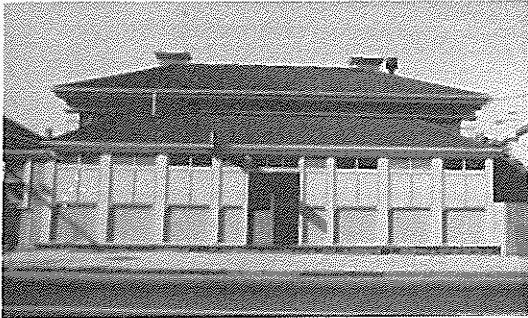
(25) UNITING CHURCH IN AUSTRALIA
169 COMMERCIAL ROAD,
(FORMERLY CONGREGATIONAL CHURCH) 1868.



In 1849, the first stone Congregational Church in Port Adelaide was opened on the north-west corner of Lipson/St.Vincent Street and the second church was built in St. Vincent Street (just west of the first one). This was burnt down in 1866. In 1867-8 the present church was constructed to the design of Mr. James MacGeorge, Architect, and built by Frank Reynolds for £3,500. It is constructed in the Gothic style of architecture, Dry Creek stone being used with plain and moulded brick dressings and cornices. It has an unusual Gothic portico, lancet windows with hood moulds, and a fine west window containing a rose.

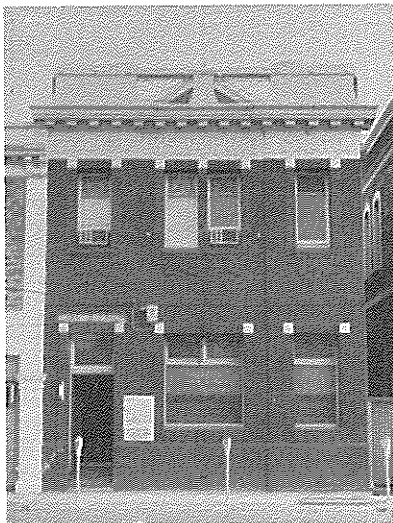
5.2 Additional Buildings of Architectural and/or Historic Significance

(26) PORT ADELAIDE CAUALTY HOSPITAL, 32 NILE STREET, 1884



Several earlier attempts were made to construct a hospital at Port Adelaide but it was not until 1884 that the present building was erected. Designed by E.W. Woods, and constructed by Mr. J. Williams, the original building has been obscured with the infilling of the verandah. There are no surviving photos of the original facade.

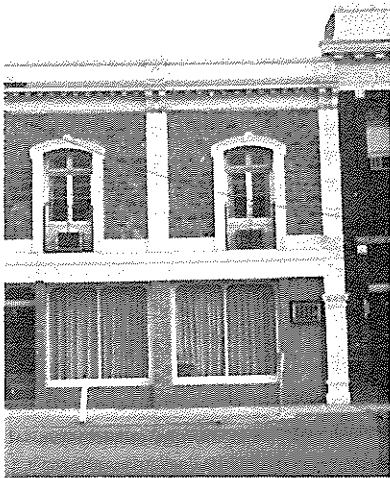
(27) MELBOURNE STEAMSHIP CO., 7 DIVETT STREET.



The date of construction of this building is unknown, but it replaces an early residence visible in an old photo. The building is of interest for its ornate heavy parapet, and raised brick mouldings.



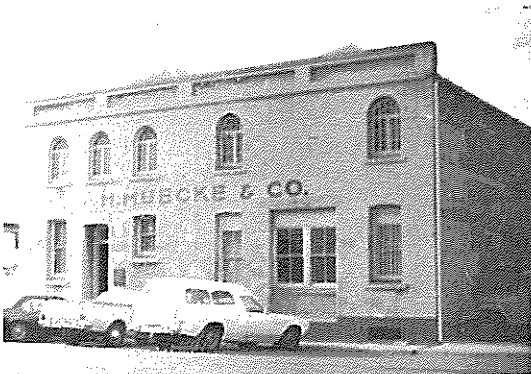
(28) SOUTHERN SHIPPING LINES
5 DIVETT STREET,
(FORMERLY A.E. SAWTELL, JEWELLER)



The original facade of this building is visible in an early photo dated c1890. Whilst the building appears to have been altered, the upper floor facade is still intact and the window mullions and frames on the ground floor are original. The verandah with timber balustrade and the original timber stallboards have been removed.



(29) WAREHOUSES, H. MUECKE AND COMPANY
6 McLAREN PARADE, (CNR. TIMPSON STREET)
BEFORE 1879.



This early warehouse is visible on the 1879 lithograph. A photo taken at the rear shows the early brick construction which has been covered at the front by a new facade. However, the window and door openings still correspond to those visible on the facade in the 1879 lithograph. It is an interesting example of an early brick warehouse, but unfortunately has been drastically altered at the front.





(30) WAREHOUSE, PORT CARRIERS PTY. LTD.
17 DIVETT STREET (CNR. LIPSON).

This corner building replaced an earlier two storey building used by Gambling and McDonald, Carriers, which is visible on the 1886 map. The present building is of interest for its parapet detailing and general scale.

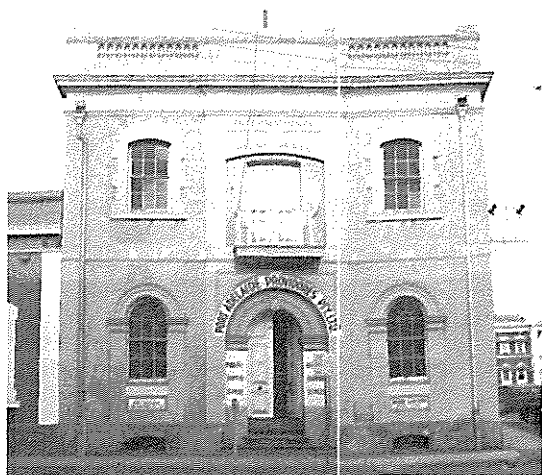


(31) CENTRAL CHAMBERS, 112 LIPSON STREET,
BEFORE 1879

This building is visible in an early sketch dated 1886 and it is seen by the configuration of the openings that the existing building is the former, with a new rendered facade. The early building had quoin work to the windows and building edge, and a rendered facade. The parapet was unbroken without the pediment which exists today.



- (32) PORT ADELAIDE PROVIDORES PTY. LTD.
125 LIPSON STREET (CORNER DIVETT) c1875

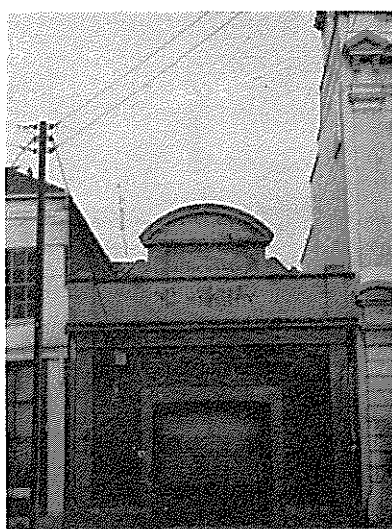


This building of rendered stonework has a simplicity and symmetry of design. Many original architectural elements have survived - the parapet and balustrade; the six-pane windows (on the first floor) and six-pane windows with fan lights on the ground floor; the quoin work surrounding the upper floor windows and pilasters and moulded arches surrounding the lower; and the original heavy timber doorways facing Lipson Street. The date is uncertain. The 1875 ratebook lists store and cellar valued at £110 on this site, and a two storey store is visible on the 1879 lithograph.

- (33) O.C. BATCHELOR & SONS PTY. LTD.
121-123 LIPSON STREET, c1875

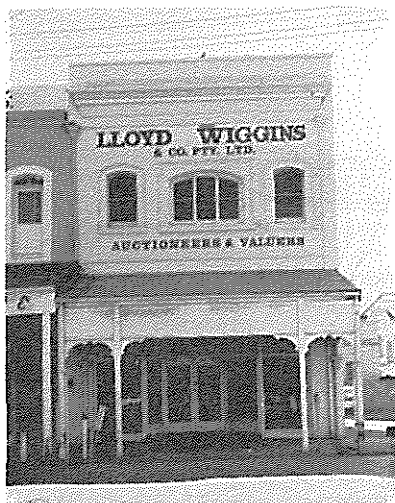


This simple 1 storey building was originally built for W.R. Cave and Co. Shipping Agents. It has carved keystones over the windows, and rendered window surrounds. The assymetrical parapet suggests that there was originally only one door; the second door to the north originally appears to have been a window.



- (34) WAREHOUSE, 117A LIPSON STREET.

This brick warehouse next to the Commercial Bank has a simple parapet with dominant pediment, and is highlighted by the cement render trim. Its simplicity of design gives it a pleasing appearance. It replaced an earlier shop visible in an early photo of 117 Lipson Street.



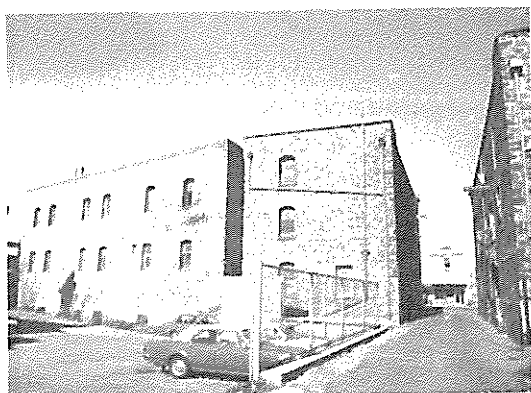
- (35) LLOYD WIGGINS AND COMPANY PTY. LTD.
235 ST. VINCENT STREET, c1875 or earlier

This well preserved shop was described in the 1875 ratebook as a store and cellar, with an assessed annual value of £100. It has interesting timber brackets, and pressed metal verandah fascia board. Notice the "attached" appearance of the cornice on the parapet, and the original vast iron down pipes and funnels.



- (36) MALIN RUSSELL AND COMPNAY PTY. LTD.
229-231 ST. VINCENT STREET.

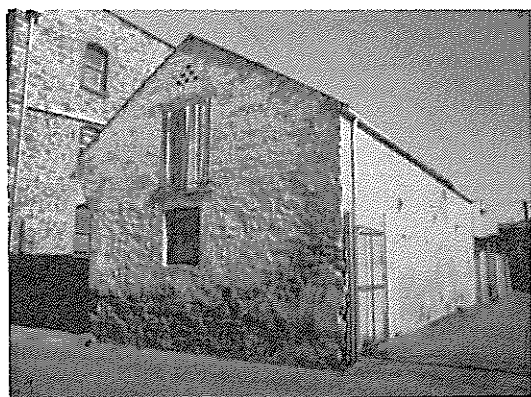
These 2 buildings are described in the 1875 ratebooks as "store and cellars" with assessed annual values of £100 each. The windows to the upper floor appear to be original although the downstairs shop windows have been modernised.



(37) WAREHOUSE, 217-225 ST. VINCENT STREET, 1865

These simple stone warehouses were built in 1865 and owned in 1875 by Mr. Wm. Blackler. In 1886, 223 and 225 were occupied by J. Rawlings and Son and used as a bond store for storing goods duty free until they were sold. The overhanging wooden beams in Calton Street are reminders of when block and tackle was used to lift goods. The attractive stonework of these buildings can be seen at the rear.

An early photo survives of these warehouses showing their original, unpainted facades. These buildings are fine examples of early warehouse construction in the Port Centre.



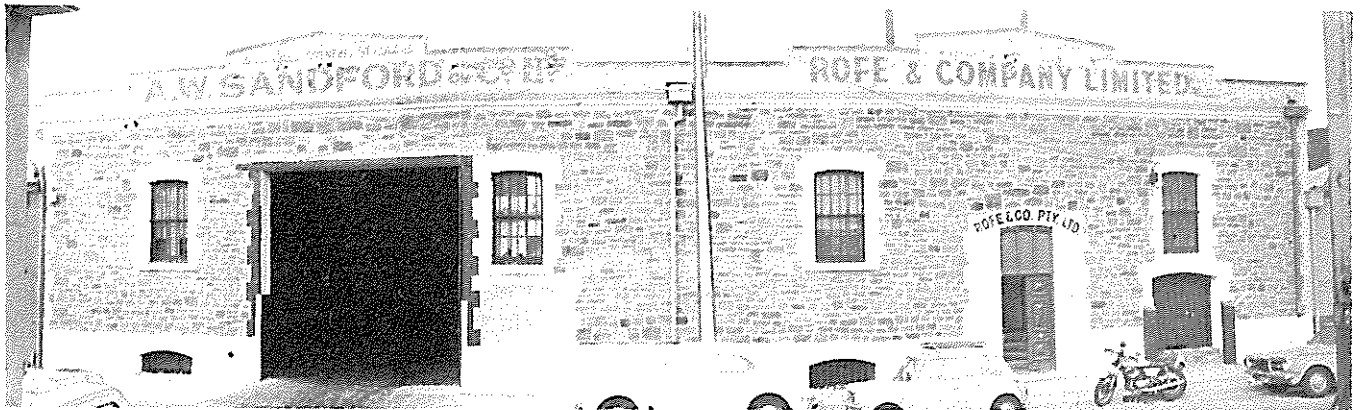
(38) COACH HOUSE, CALTON STREET

At the rear of 223 St. Vincent Street, is the old Coach House of the Port Admiral Hotel. It is simply constructed in brick, and with the Kembla House Coach-house, is a good example of an early gabled stable building.



(39) WAREHOUSE, PORT DISPLAYS PTY. LTD.
12 DIVETT STREET.

This single storey building is of interest for its classical balustrade and verandahed facade. The date of construction is unknown.



(40) WAREHOUSES, A.W. SANDFORD & CO.
7, 9 TIMPSON STREET, c.1892

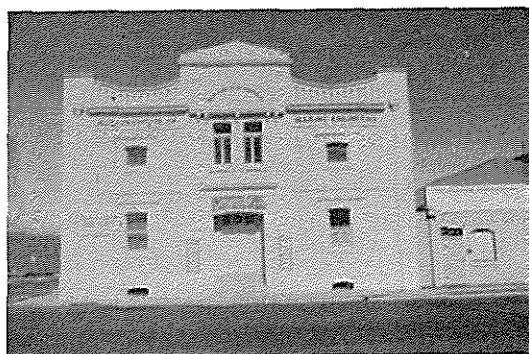
These two imposing unpainted bluestone warehouses appear to have been constructed in 1892 for the Mercantile Marine Officers Association (a building first appears on this site in the 1892 ratebooks). The brick parapet and quoin work to the building edge around the windows and doorways is original, although the entrance way to A.W. Sandford and Co. appears to have been enlarged. The ground floor window opening to Sandford and Co. has been bricked in. However, the unpainted stonework and brickwork make these buildings noteworthy.



(41) WAREHOUSE, JOHN McKELL AND SONS,
15 TIMPSON STREET.

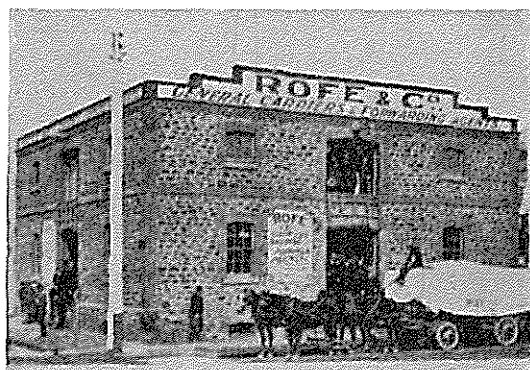
The facade of this building is of bluestone with brick quoin work highlighting the windows and entrance doorway. It is in original condition except that the doorway appears to have been enlarged (it is slightly off centre). A photo of Timpson Street dated 1929 shows the original doorway with a rounded door-head.

(42) AUSTRALIAN INSTITUTE OF MARINE AND POWER'
ENGINEERS, 22 DIVETT STREET (CNR. TIMPSON
STREET).



The date of this building is unknown but a similar building is visible on the 1879 lithograph. The 1886 map shows a 2 storey store and building occupied by Wilkinson and Company, (also at Freeman Street, Adelaide). The building is constructed of bluestone (exposed walls are visible off Divett and Timpson Streets) and it appears that the facades to Divett and Timpson Streets are a later addition.

This is verified by an early photograph of this building (dated c1908) occupied by "Rofe and Company, General Carriers and Forwarding Agents".



The new facade treatment is subdued, with banded pilasters, projecting cornice and incised parapet and pediment. This building represents the new modern style which began to evolve towards the end of the 1930's. The exterior is expressed as a tight skin pierced with openings, rather than a structural brick wall covered with cornices, pilasters and window mouldings. The overall impression is austere, and neo classical in style.

(43) OZONE FISH CAFE, BLACK DIAMOND BOOK
EXCHANGE, 45 COMMERCIAL ROAD.



The date of these shops is unknown. The 1886 map indicates the presence of two storey verandahed shops occupied by J. Leaves, Clothier, and a Hairdresser (no name given). Reference to an early photo dated c 1883-9 of the same location shows a shop on the left-hand side with a parapet arrangement similar to that on the Black Diamond Book Exchange. A photo dated c 1897 and another dated c 1917 (see front cover) shows these two shops in their former glory with 2 storeyed verandahs iron lace work and balconies.



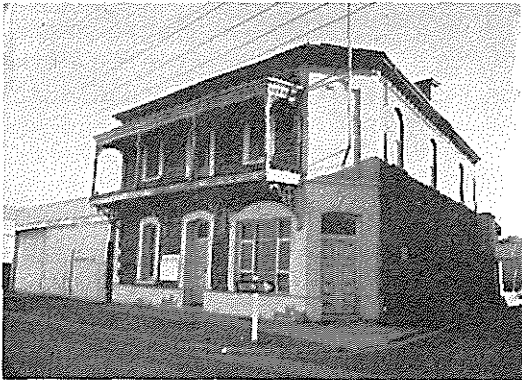
- (44) T.B. OLIVER, GENERAL HARDWARE SHOP,
17 COMMERCIAL ROAD.

This shop is noteworthy for its original parapet and verandah. The shop windows have been altered, but the overall effect is that of an old shop front.



- (45) KOCH TRANSPORT CO.,
29-31 DIVETT STREET, c. 1910

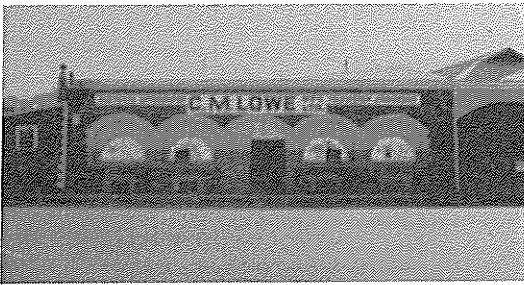
This building is a fine example of an early brick warehouse. It was probably constructed around 1910, but the date is unknown. It is visible in a photo dated 1924, without the white horizontal trim at first floor level.



- (46) GRAINBULK PTY. LTD. 10 TODD STREET,
(FORMER DOCK HOTEL) (CNR. LIDDON) 1883

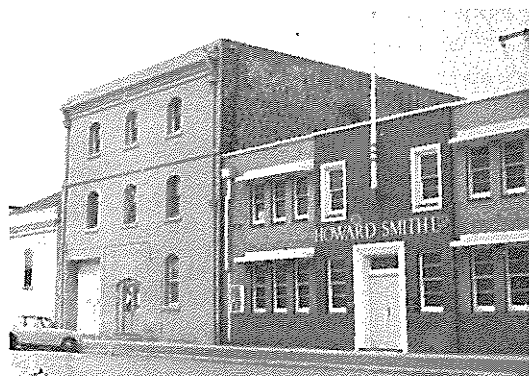
The first Dock Hotel was built on this site in 1855 and is visible on the 1879 lithograph. The present building was constructed in 1883 and is visible on the 1886 map. An early photo dated 1924 shows the building much as it is today. Interesting timber brackets with circular motifs support the first floor balcony. The iron lace brackets and brick cornice brackets are still intact. Unfortunately the iron lace balustrade has been removed and a window on the ground floor altered. The exposed bluestone, the original timber doors and the interesting balcony make this a noteworthy building.





(47) C.M. LOWE, WAREHOUSE, 6 TODD STREET,
(FORMERLY GAMBLINGS CARRIERS).

The construction date of this building is unknown, but it was built after 1900. It is visible in an early photo dated c1924, and the facade is still fairly intact, except that the central doorway was originally recessed. The Timpson Street elevation is similar in style and design. The exposed stonework, brick dressings, and the unusual semi-circular windows make this an interesting example of early warehouse construction.



(48) WAREHOUSE, SMITH PATRICK STEVEDORING
PTY. LTD., 5 TODD STREET (FORMERLY COLTON
& CO.) c 1878.

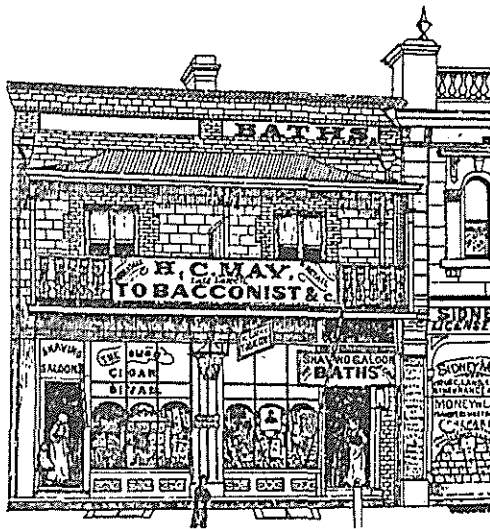
This building is visible in the 1879 lithograph and was constructed in 1878 for Messrs. Colton & Company. Constructed in bluestone, the facade has been painted but the exposed bluestone is visible on the side walls. The South Australian Company's Shipping basin originally came in behind this building.

It is an interesting example of an early 3 storey stone warehouse.



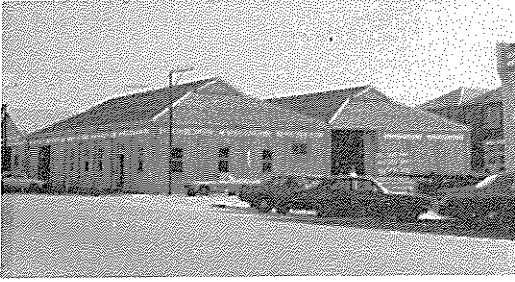
(49) SHOP 253 ST. VINCENT STREET, c 1880

The 1886 map indicates that this shop originally had a 2 storey verandah and this is visible in an early photo dated c.1924. The shop front is still fairly intact with original double swing doors and stall boards. It appears that the upper windows were originally doors, but have been bricked in. An early sketch dated March, 1886, shows the original shop front - the appearance was remarkably similar to nos. 249-251, with a balcony and cast iron work.



(50) TRADEX TRANSPORT PTY. LTD.,
249-251 ST. VINCENT STREET, c 1880's

This painted bluestone shop is one of the few shops in the Port whose first floor balcony with wrought iron work still survives. The ground floor shop windows have been modernised, but the upper floor french doors and parapet are still intact. It was probably constructed in the early 1880's.



(51) GEORGE WILLS AND CO. LIMITED
21 DIVETT STREET (CNR. TIMPSON ST.)

This warehouse is visible in a 1924 photo. The facades have since been rendered over, but originally exposed brick dressings and quoin work around the windows decorated the building.



(52) QUINS SPORT STORE, 214-220 ST. VINCENT STREET (FORMERLY ROBERT FRASER, DRAPER AND CLOTHIER)



The first floor facade of this building is still fairly intact. An early photo dated 1926 shows this shop with its original verandah and balcony with a wrought iron balustrade. It is possible that the upper floor windows were french doors leading onto the verandah.

A cantilevered awning has replaced the original verandah and posts; and the wide fascia board with advertising detracts from the appearance of the building. The parapet, with delicate pediments is original. In Hart Street, the original semi-circular advertising sign for Robert Fraser, Draper and Clothier, is still visible painted on the stonework.





(53) SHOPS, CNR. ST. VINCENT STREET AND LIPSON STREET, (NO'S 103-105 LIPSON; 232, 236-244 ST. VINCENT STREET)

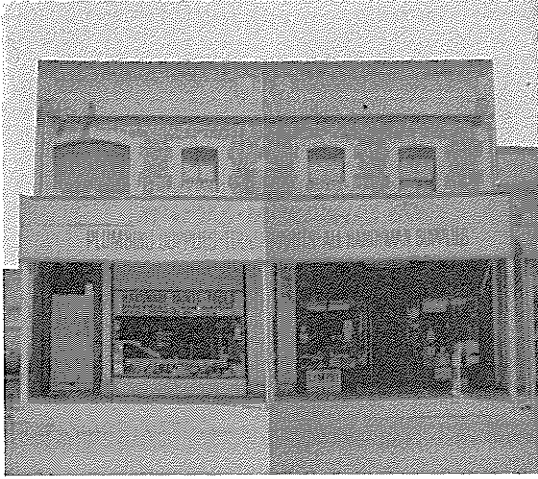


These shops are unified by the original verandah and undulating parapet. They present a gracious and intimate facade to the street corner. An early photo dated c 1909 shows these shops - the impost mouldings from the verandah posts have been removed, but the overall feeling is the same. These shops, with a continuous unified parapet and continuous verandah line following the corner of the street, are unique to the Port shopping centre.



(54) M.J. FLYNN, PET SHOP, 101 LIPSON STREET

This shop is unusual for the incised semi-circles on the high parapet. The shop windows and splayed recessed entrances appear to be original.



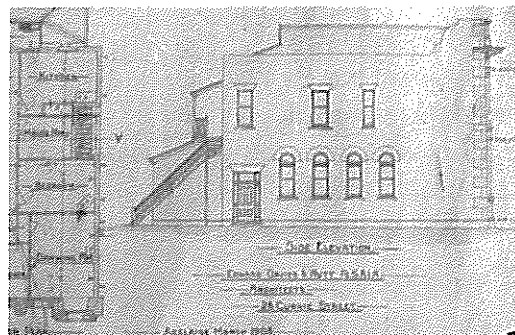
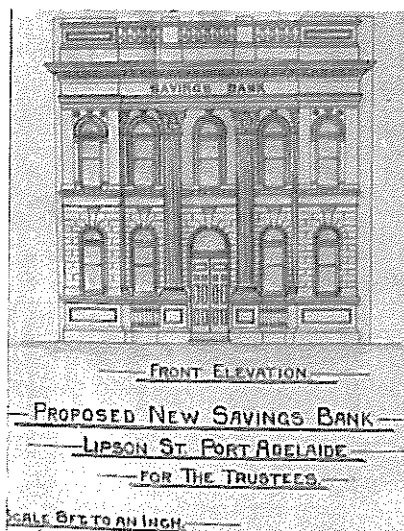
(55) McCOLL'S HARDWARE, 97-99 LIPSON STREET

This two storey shop building is of interest for the 2nd floor facade with exposed bluestone and decorative brick trim. The shop front on the right is original, with early wooden double doors and stall boards. The verandah has been substantially altered by the addition of an out of proportion fascia board.



(56) DULUX AUSTRALIA LTD. 93 LIPSON STREET, 1906, (FORMERLY SAVINGS BANK OF SOUTH AUSTRALIA)

This building, constructed in red brick (now painted) was built in 1905-6. The semi-circular headed arched windows with ogee Gothic hood moulds, unusual cement rendered window lintels on the 1st floor, and central pediment create an unusual eastern style of architecture. However, early plans dated 1905 and signed by Edward Davies and Ruff, Architects, show a completely different proposal. The facade was to be classical, with two corinthian columns flanking the entrance doorway. The side elevation, however, corresponds to the existing elevation. It is possible that the original proposals was too expensive or the classical mode was out of favour, and the facade design was subsequently remodelled.





(57) FORMBY MEMORIAL DRINKING FOUNTAIN,
S.E. CORNER LIPSON STREET AND ST.
VINCENT STREET. c 1874

This fountain was erected by public subscription in memory of John Formby, Mayor of Port Adelaide, 1869-73. It is made of wrought iron and mounted on a base of Macclesfield marble and Mintaro slate. Unfortunately, the present blue paint colour detracts from the delicacy of the fountain.



(58) QUINS CANVAS GOODS PTY. LTD., 6 HART ST.

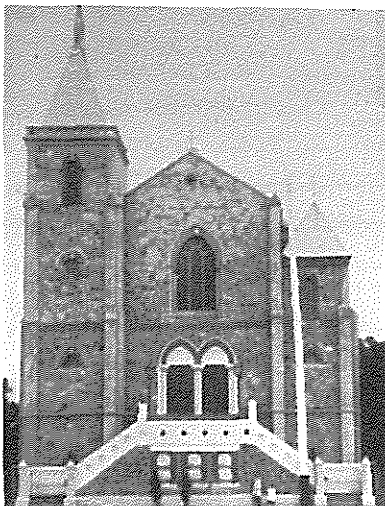
This bluestone warehouse is of interest for its arched windows, painted brick trim, and quoin work around the entrance doorways. The date of construction is unknown.



(59) QUINS SAILMAKERS & RIGGERS,
77 ST. VINCENT STREET (FORMERLY
PRESBYTERIAN CHURCH) 1882

This Church was constructed in 1881, by Williams and Cleave for £3993. Unfortunately it has been substantially altered, but an original photo survives showing its former appearance. The unpainted stone work and original windows make this an interesting building.

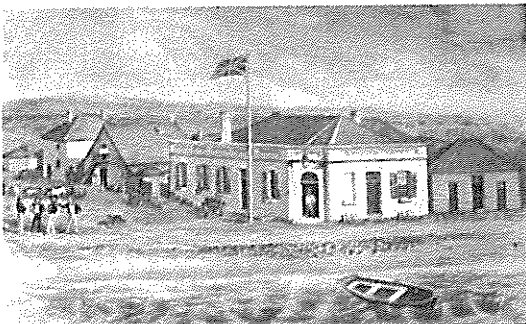
The appearance of the building could be improved by the removal of the advertising.





(60) BRITISH HOTEL, 13 NORTH PARADE,
(CNR. NELSON STREET) c 1880's

The first license of the British Hotel was issued in 1847. An illustration survives of the first British Hotel built on this site. The existing Hotel was probably built in the 1880's. The ground floor has been substantially altered, but the 1st floor verandah cast iron work and original parapet make this a building worthy of retention.



Collection: Art Gallery of South Australia



(61) RESIDENCE, 13 NILE STREET.

Together with 21 Minories, this house is one of the few substantial bluestone residences left in the Port Centre. The original decorative wrought iron fence and intactness of the doors and windows make it a house worthy of retention.



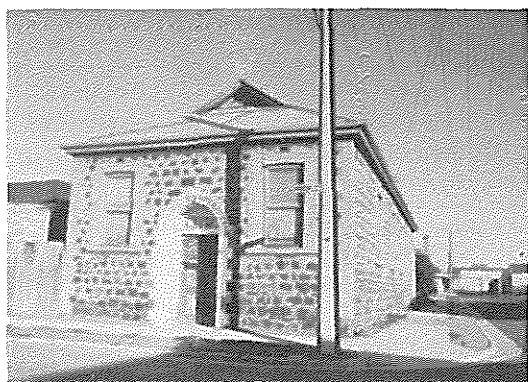
(62) CLUB HOUSE HOTEL, 8 ST. VINCENT STREET,
(CNR. FORMBY PARADE) 1878

An earlier hotel, the Australasian Club House, was built on this site in c 1870. When the first license was granted, the building of galvanised iron, was known as the "Sardine Tin". The present building, built in 1878, is in a good state of preservation. Of particular note is the intact pediment, iron lace balustrade, and cement rendered trim (now painted) around the windows. It is probable that a verandah once extended around the corner and along the west facade.



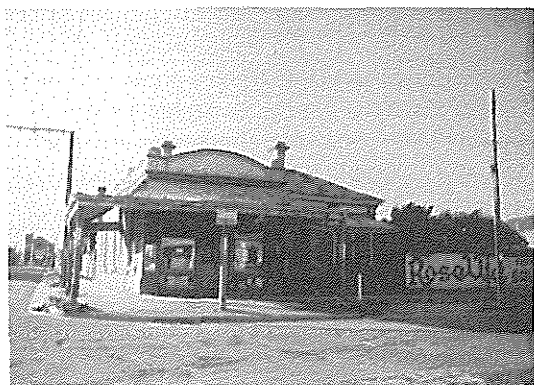
(63) RESIDENCE, 21 MINORIES, c 1888

This house was originally the Knapman residence and their Cannon Brewery was nearby. It has fine iron lace work, cornice brackets, rendered bay window trim and exposed bluestone. Along with 13 Nile Street, it is one of the few surviving substantial houses in the Port.



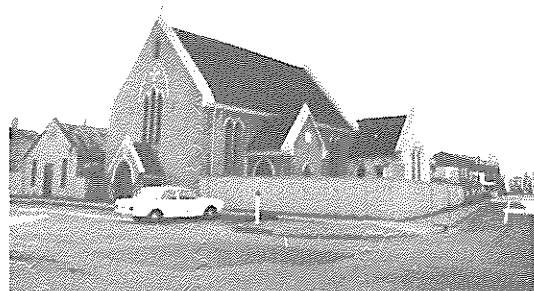
(64) ST. JOHNS SPIRITUAL CHURCH, CANNON STREET (CNR. SHIP STREET) (FORMERLY GYMNASIUM) 1922

This church was originally built as a gymnasium by Leach, a butcher. It is of simple, almost primitive construction; rough hewn stonework, cement rendered window surrounds and a galvanised roof. Its simplicity of form and exposed rough stone work make it an interesting structure in the residential area of Port Adelaide.



(65) SHOP, CNR. 35 DALE STREET (CNR. SHIP STREET)

This building is a fine example of an intact, early corner store. The shop windows, stall boards, shop door, verandah posts, concave verandah roof, and parapet are in original condition. The retention of this shop is strongly recommended.



(66) ST. MARYS ROMAN CATHOLIC CHURCH (CNR. DALE STREET AND MARRYATT STREET) c 1858

An early photo shows the original appearance of this church. The quoin work entrance porch and window surrounds have since been rendered over, detracting from the appearance of the church. The hall to the west, also visible in the early photo was possibly built in 1865. The facade has also been rendered over. The building form is however original and is an interesting example of an early Victorian church building.



(67) HOUSES, 85, 87 DALE STREET.



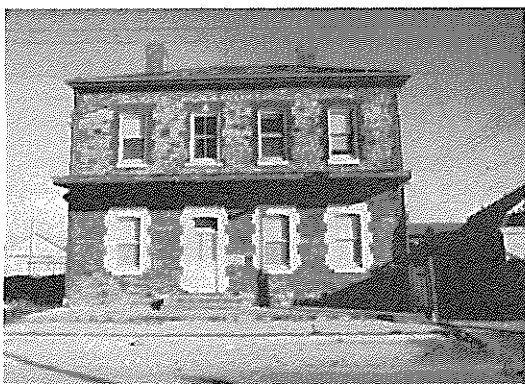
These buildings are fine examples of well preserved two storey stone houses. The verandah on 87 has been removed but the exposed stonework is well preserved. No. 85 is in a particularly good state of preservation with quoin work, original doors, original balcony with cast iron balustrade and lace work.

Both houses are a reminder of when Dale Street was a prime residential Street in the Port.



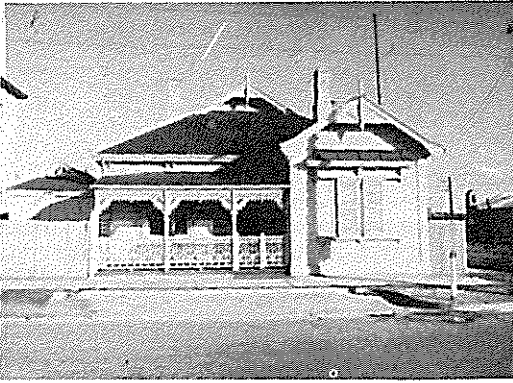
(68) LEGACY HALL, 94 DALE STREET, (CNR. MARRYATT STREET) 1866

This hall, together with the five 2 storey houses to the west, was originally built for the Independent Order of Odd Fellows in 1866. The classical facade with heavy doric columns is of pleasing proportions.



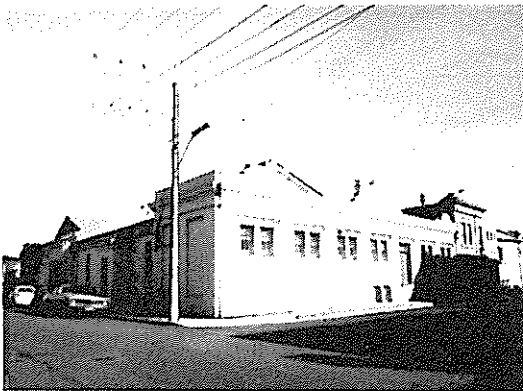
(69) RESIDENCE, 56 DALE STREET

This two storey house has fine exposed stone work, and together with 85 and 87 Dale Street, is a reminder of the former residential nature of Dale Street. It originally had a verandah which has since been removed.



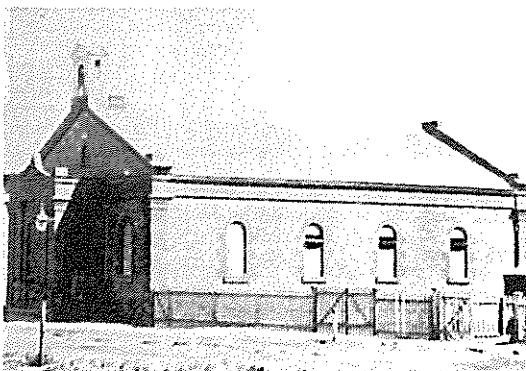
(70) RESIDENCE, 54 DALE STREET.

This house is of note for its fine iron lace work, decorative gable end with finial, and pressed metal facade treatment.



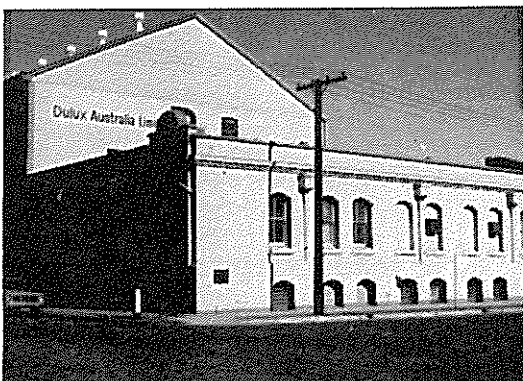
(71) OLD PRESBYTERIAN CHURCH (CONTAINED WITHIN WAREHOUSE OF W.R. GRACE)
69 LEADENHALL STREET
(CNR. MARRYATT STREET) 1857

The original Church is visible in an early photo. It was built by Bristowe and Goldsworthy for £1,660, to the design of George Sands, Architect. After the opening of the new Presbyterian Church in St. Vincent Street, the old church was used as a Salvation Army barracks. It has subsequently been almost completely built around but the original church gable end is visible above the new building facade.



(72) "VOSZ STORE", CNR. LIPSON & BUTLER STREETS
c1910

This is an interesting example of a brick warehouse constructed at the beginning of this century. The brick string course brackets and heavy funnels on the downpipes are noteworthy.

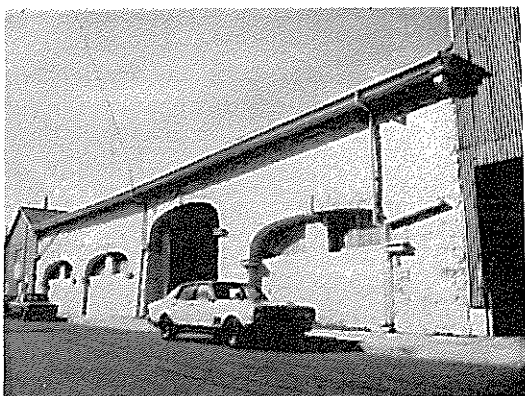




(73) ST. PAULS CHURCH OF ENGLAND,
ST. VINCENT STREET, 1905

The present building is the third church built on the site. The first, built in 1841, was a small wooden structure built on piles and known as "St. Pauls on Piles". A stone building parallel to St. Vincent Street was opened for services in 1852, and enlarged in 1861 by the addition of a nave.

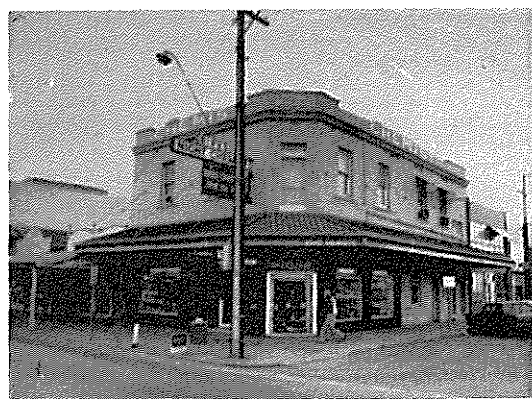
The present church, built in 1905, is constructed in red brick, with cement render dressings.



(74) (FORMBY'S STORE) W. THOMAS & CO.
LEADENHALL STREET, c 1861

This warehouse, built about 1861, is constructed of bluestone. The squat arches facing Leadenhall Street have been infilled with galvanised iron. The interior is a maze of 1' diameter red gum posts supporting a strong timber mezzanine floor. It is an interesting example of early warehouse construction.

CONSERVATION FRONTAGE, ST. VINCENT STREET,
NORTH SIDE



(75) KIRBY BUILDING, 147 ST. VINCENT STREET
(CNR. ROBE STREET), FORMERLY BRUNSWICK
PIER HOTEL.

This shop was originally the Brunswick Pier Hotel. The license was first granted in March, 1879, and the building appears on the 1879 lithograph.

The building has been altered with a new shop front and cantilevered verandah.



(76) SHOPS 141, 143, 145 ST. VINCENT STREET

These three small shops have original parapets and low scale verandahs which unify the facades.

The shop fronts of 141-143 are intact with splayed recesses leading to the doorways. Their date of construction is unknown.

CONSERVATION FRONTAGES, ST. VINCENT STREET, NORTH SIDE

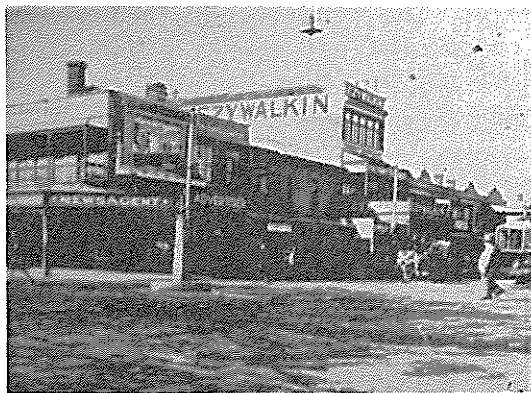


(77) COMMONWEALTH BANKING CORPORATION, 173 ST. VINCENT STREET, (FORMERLY HEALTH OFFICERS RESIDENCE) c 1883

The Commonwealth Banking Corporation is not a completely new building - the facade was added to the earlier Commonwealth Bank. The building was originally built in 1883 as a residence for the Medical Officer. In 1916, it was converted into the Commonwealth Bank and in the 1930's alterations were made and a new facade added. This facade is in the greek revival style with fluted doric pilasters, balcony on the first floor with classic balustrade, and projecting cornice. It is a fine example of architecture from the 1930's. It is similar in style but more successful than the Post Office next door, which was built in 1928.

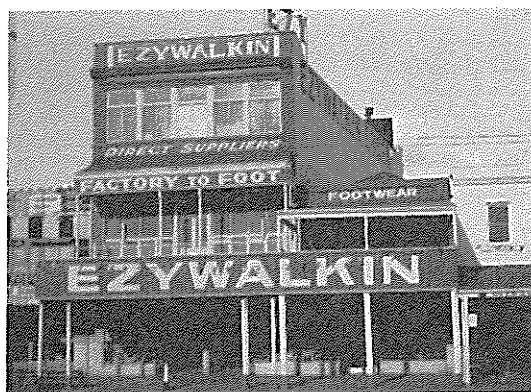


CONSERVATION FRONTAGES - COMMERCIAL ROAD
EAST SIDE



(77a) SHOPS, 69-75 COMMERCIAL ROAD
(CNR. ST. VINCENT STREET)

The 1st floor facades of these shops appear to be in fairly original condition. The parapet unifies 69-73; the facade above 75 appears to be of a very early building. An early photo dated 1926 shows the original verandahs with posts; these present a more human scale than the heavy existing cantilevered verandah.



(78) EZYWALKIN SHOES, 83-85 COMMERCIAL ROAD,
(FORMERLY CROOKS & BROOKER, FURNISHING
ESTABLISHMENT) c1881

Originally of 2 storeys, the Crooks and Brooker store was constructed about 1881 in a way to allow the addition of a third floor. The 1926 photograph shows the building as 3 storeys with an attractive 2 storey verandah which retains the scale of the surrounding 2 storey buildings.

CONSERVATION FRONTAGES - COMMERCIAL ROAD
EAST SIDE (Cont'd)



(79) SHOPS, 87-91A COMMERCIAL ROAD

Known as Central Billiards Hall, this building was constructed before 1886 probably as the "Temperance Hotel" and Coach Factory. The first floor facade and the verandah reflect the original appearance of the building.



(80) SHOPS, 109-113 COMMERCIAL ROAD,
(CNR. BUTLER STREET).

An early photo survives of this building, but the building has since been extended to the north. The 1st floor facade and verandah reflects the original appearance (although the original stone work has been rendered) and a new verandah fascia detracts from the overall scale and proportion of the building.

CONSERVATION FRONTAGES - COMMERCIAL ROAD
EAST SIDE (Cont'd)



(81) 117-129, 133-135 COMMERCIAL ROAD,
(BETWEEN BUTLER AND GODFREY STREETS)

These shops were recommended for inclusion in the Conservation Frontages by the Port Adelaide Historical Society who stated..."the verandahs on the east are a pleasant and functional part of the streetscape".

Apart from the new two storey A.N.Z. Bank, all these shops have a continuous verandah and original parapet forms. Retention of verandah, posts, and parapets is strongly recommended.



CONSERVATION FRONTAGES - COMMERCIAL ROAD
WEST SIDE.

(82) NEWMARKET HOTEL AND SHOPS "NEWMARKET
BUILDINGS" . 188-134 COMMERCIAL ROAD

This building was originally built as a market with shops, and an arcade of shops at the rear. The official opening took place on the 20.11.1879. Mr. Joachimi was the architect and Mr. J. Kelly and Mr. Corey from Port Adelaide were the contractors. A ridge along the facade indicates that a verandah has been removed. Along Dale Street, the original carriageway has been infilled. The hotel was originally constructed as a cafeteria and obtained its first license in March 1890.



The first floor facade and cornice are intact along the whole length, and every effort should be made to retain the architectural elements - the windows with rendered architraves and hood moulds, the cornice brackets, and the unpainted exposed stone work above the shops. It would be desirable to reinstate the verandah along the whole facade to unify the building.



(83) BROWNS FURNITURE, 112 COMMERCIAL ROAD
(CNR. CANNON STREET) (FORMERLY SUSSEX
HOTEL).

This building was originally the Sussex Hotel but has been substantially altered.

(84) SHOP, 80-82 COMMERCIAL ROAD.

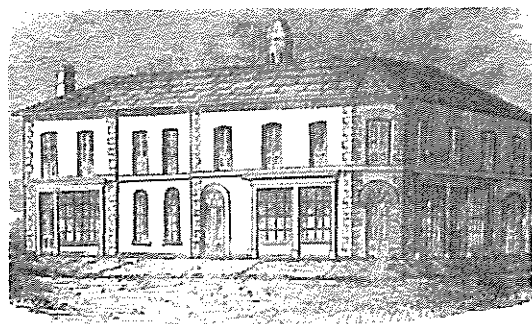


This shop, perhaps constructed in the late 1850's, is unique for its original and unusual first floor verandah. This is clearly visible in an early photo dated c 1926. The wrought iron balustrade half timbered gable end and finial, and original rendered pediment survive to this day. The ground floor verandah is in fairly original condition apart from the wide fascia board.



CONSERVATION FRONTAGES - COMMERCIAL ROAD.
WEST SIDE - (Contd)

- (85) SHOPS, "CENTRAL BUILDINGS" (c 1850)
(i) AND CENTRAL HOTEL (c1884), 74 COMMERCIAL ROAD (CNR. ST. VINCENT STREET).



The configuration of the first floor windows of the Central Buildings suggest the present building is the former White Horse Cellar Inn reconstructed. This early building in the 1850's comprised a Hotel, Masonic Hall, and Coppins Port Theatre.

The Central Hotel, constructed to the south of the White Horse Cellar Inn was probably built in 1884.

The original quoin work was still visible in 1920 but this has been subsequently painted and rendered over. The original verandah has been replaced by a cantilevered verandah with a large fascia covered with advertising.

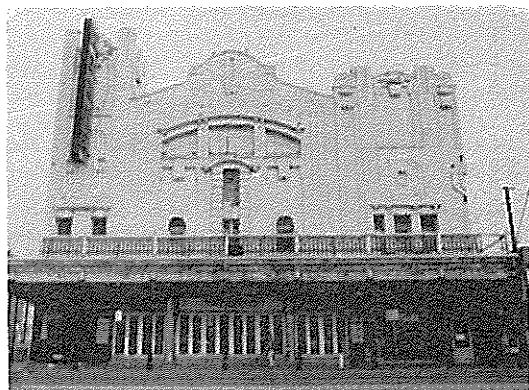


CONSERVATION FRONTAGES - ST. VINCENT STREET,
SOUTH SIDE.



- (85) CENTRAL BUILDINGS c 1850; WESTERN WING
(ii) c 1884.

As discussed above, part of the existing Central Buildings is probably the former White Horse Cellar Inn reconstructed. The western section was probably constructed in 1884. An early photo dated c 1909 shows this north facing facade of Central Buildings. The verandah originally continued around the corner into Marryatt Street with delicate verandah posts and open timber lattice work.



- (86) WITCHERY FROCK & SPORTSWEAR, 186-190
ST. VINCENT STREET (CNR. MARRYATT STREET)
(FORMERLY OZONE THEATRE).

The Ozone Theatre was built in 1913 and replaced an earlier building visible in a photo dated c 1866-7. This earlier building is visible in a photo dated 1901 with several alterations.

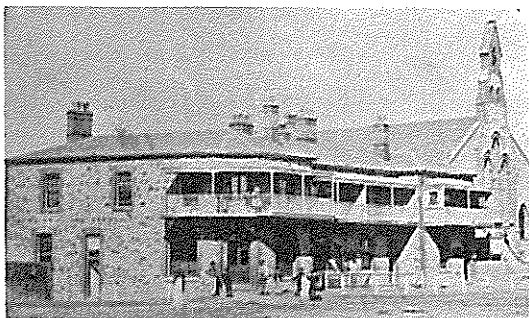
The Ozone Theatre is an interesting example of an art nouveau building. The facade is treated as a flat wall with spindly raised mouldings applied to break up the surface. Flowers, scrolls and flat bands are the motifs used, quite different from earlier classical elements.

The flat verandah with wrought iron balustrade is still intact and has a remarkable intricate pressed metal ceiling lining.

This is quite a unique theatre building.

NOTE

The original building of the Ozone Theatre site was one of a series illustrated in an early photograph of 168-178 St. Vincent Street. The facades of these buildings have been completely modernised but it is of interest to show their former appearance. Coles was built on the site of the Old Wesleyan Church (see photo under Ozone Theatre) which was demolished in approximately 1886. A photo dated 1907 shows the former facades of Coles (Lloyd Brook) and Rhodes (W. & T. Rhodes, Ironmongers).





(87) SHOPS, 150-166 ST. VINCENT STREET,
"BOWER BUILDING"

The first floor facade of these shops is in original condition. These shops were built for David Bower in the 1870's and are visible in the 1879 lithograph. It appears that the section of the shops on the corner of Robe Street were built slightly later, as an earlier shop is visible in the lithograph. These shops are also visible in an early photo of St. Vincent Street dated 1908, and in a photo dated May 1923. The original timber balustrade is visible. The ornate rendered parapet with brackets and scrolled pediments, the cast iron brackets and the white rendered window surrounds are noteworthy. Every effort should be made to preserve this facade.



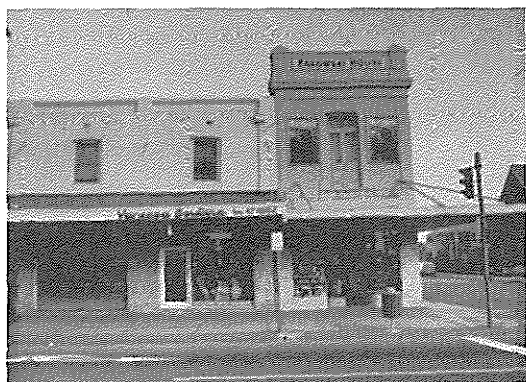
(88) GLOBE HOTEL AND SHOPS 138-144
ST. VINCENT STREET

This hotel replaced the Carpenter Arms which was constructed in 1850 and burnt down in 1864. The facade and verandah have been completely remodelled - an early photo dated 1907 shows the original 2 storey verandah (with wooden balustrade) and parapet. The present appearance, with infilled balustrade and heavy fascia board with advertising is heavy compared to its former appearance.



(89) SHOPS 128-134 ST. VINCENT STREET

Elements of the original appearance of these shops remain. Shop No. 134 is visible in the 1908-09 photo. The parapet is identifiable but otherwise the shop is completely different. Originally there was a 2 storey verandah with a timber balustrade on the first floor, and wooden posts with impost mouldings on the ground floor. The galvanised iron roof was painted in stripes, seemingly a common practice.

(90) RAKOWSKI HOUSE, 126 ST. VINCENT STREET

The first floor facade of this shop is fairly original - the parapet moulding and french doors are intact. The new cantilevered verandah awning detracts from the original scale and proportion of the building. An early photo dated c1909 shows the former appearance with a 2 storey verandah, iron lace balustrade, brackets and timber posts with impost mouldings.



6. Summary of Precinct Character

St. Vincent Street, Port Adelaide - 1919



6. SUMMARY OF PRECINCT CHARACTER

6.1 HISTORIC PRECINCT

The guidelines to control the development of the Historic Precinct are outlined in the Supplementary Development Plan as follows:-

- " The Historic Precinct should be conserved as an area reflecting the character of the 19th and early 20th Centuries. It is of State significance. It contains more buildings of consistent historic scale and character, joined in relatively continuous street facades, than anywhere else in South Australia. It is unique not only because of its historic value but also because it functions as a working urban area on a day to day basis"
- " The atmosphere of the Precinct should be of historic character and charm, of intricate spaces contrasting with wide streets and wharf areas, of interesting small shops, busy offices, surprise and discovery.

No buildings within the Precinct should be demolished without permission of the Planning Authority.

The rehabilitation and on-going development of the Precinct should be subject to guidelines to ensure that new structures are built and existing structures refurbished in such a way as to conserve its historic character."

The purpose of this section is to identify the predominant characteristics of the Historic Precinct for State Planning Authority and Council reference in development control procedures.

6.1.1 HISTORIC PRECINCT CHARACTER

A variety of architectural form exists in the Historic Precinct providing diversity and visual contrast. The buildings have been described individually in Section 6, but it is worthwhile to note the important groups of buildings which contribute to the scale and character of the area. These groups can be seen as streetscapes on pages 75 - 81

The collection of public buildings at the St. Vincent Street Commercial Road corner are a significant and easily identifiable collection of Victorian buildings. These include the Town Hall, Police Station, Court House, Customs House, Casualty Hospital, Government Office and Telegraph Station. All are characterised by their exposed stonework or light coloured rendered facade, and in most cases, classical architectural detailing.

6.1.1. HISTORIC PRECINCT CHARACTER - (Contd)

The group of bank buildings in Lipson Street and Divett Street are fine examples of well preserved Victorian architecture. These include the A.N.Z. Bank (former Union Bank), Commercial Bank and Bank of Adelaide in Lipson Street, and Fricker and Company (former Bank of Australasia) and former National Bank in Divett Street. Again materials include exposed stone-work, light coloured rendered facade and in some cases, very ornate and intricate architectural detailing.

cont- The early hotels throughout the Historic Precinct, whilst all being quite different in design, are unified by their 2 storey construction, verandahs with posts, and in most cases, delicate wrought iron work. Materials include exposed stone work, rendered facades, rendered window and door surrounds with classical detailing, and timber and galvanised iron verandahs with convex or concave roof forms.

The early warehouses and office buildings throughout this precinct vary in design and streetscape appearance. Most are described in the previous section as being of historic significance. Materials include exposed stone work, with rendered parapets and window surrounds, in some cases exposed brickwork dressings, rendered facades, painted brickwork, and galvanised iron roofs pitched at steep angles and often hidden behind an extended parapet.

When considered together, these buildings create an overall character which can be described as follows:-

- . the scale of the precinct is predominantly 1 or 2 storeys in height.
- . the continuity of the streetscape is maintained by continuous building lines. In no case is an early building set back from the footpath.
- . materials of construction are predominantly masonry for walls, slate tile or galvanised iron for roofing and timber detailing.
- . openings are predominantly vertical in proportion.
- . roof forms are steeply pitched to the street or hidden behind an extended parapet. No early building employs a flat roof.
- . verandahs are predominantly of one storey and an integral component of most early shop fronts (particularly along St. Vincent Street and Commercial Road), with occasional 2 storeyed verandahs. Verandahs in general are of timber construction with turned posts (often with impost mouldings), iron lace or timber brackets, and in some cases, a wooden or iron lace balustrade. Roofs are convex or concave galvanised iron.

Although much of the original character of the shop fronts has been lost by the removal or replacement of the verandah by a cantilevered awning, the section of St. Vincent Street between Calton Street and Timpson Street still retains a collection of intact verandahed shop fronts which clearly illustrate the early character of the area.

6.2 CONSERVATION FRONTAGES

The Supplementary Development Plan defines the Conservation Frontages as streetscapes which have "a general cohesiveness of form across them due to the retention of 19th century or early 20th century buildings". The Plan outlines guidelines for these frontages as follows:-

" Along these frontages the construction of new buildings and the refurbishing of old should be done in such a way as to conserve the existing character of the frontages. No buildings should be demolished without the permission of the Planning Authority."

6.2.1 CONSERVATION FRONTAGE CHARACTER

These frontages are characterised by 1 and 2 storey buildings which are predominantly shops (except for the public buildings on the north side of St. Vincent Street) with varying degrees of historic intactness. These streetscapes are illustrated on page 82 - 85 , and individual buildings have been discussed in Section 6.

Early photographs of the frontages indicate that in almost every case the buildings were of masonry construction, rendered and painted. Most shops originally had verandahs with posts, timber brackets or cast-iron work, balconies, balustrades and ornate pediments. Much of this has been removed and often replaced by cantilevered awnings with wide fascia boards. The "Bower Building" shops (150-166 St. Vincent Street) is one of the most notable group of shops surviving in the Conservation Frontages and is a good example of the character of the area. The first floor facade is fully intact, and it is probable that the original balustrading survives under the advertising signs. Unfortunately, a cantilevered awning has replaced the original verandah and posts, and the ground floor shop fronts have been altered in varying degrees.

The Conservation Frontages create an overall character which can be described as follows:

- . the scale of the frontages is predominantly 1 or 2 storeys in height.
- . the continuity of the streetscape is maintained by continuous building lines.

- . materials of construction are predominantly rendered masonry for walls, timber framed shop windows, weatherboard, brick, plain timber or panelled timber stallboards, timber framed windows on the upper floor, and galvanised iron roofing.
- . openings on the upper floor are predominantly vertical in proportion.
- . roof forms are steeply pitched, hidden behind an extended parapet.
- . historic verandahs along these frontages are generally 2 storeyed, of timber construction with turned posts, iron lace or timber brackets, and in some cases, a wooden or iron lace balustrade. Roofs are convex or concave galvanised iron. Unfortunately, most of the original verandahs with posts have been replaced by cantilevered awnings.



Commercial Road

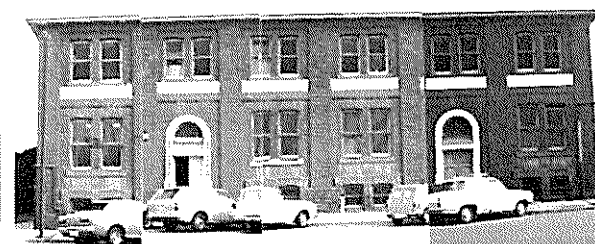
Lipson Street



Lipson Street



Timpson Street

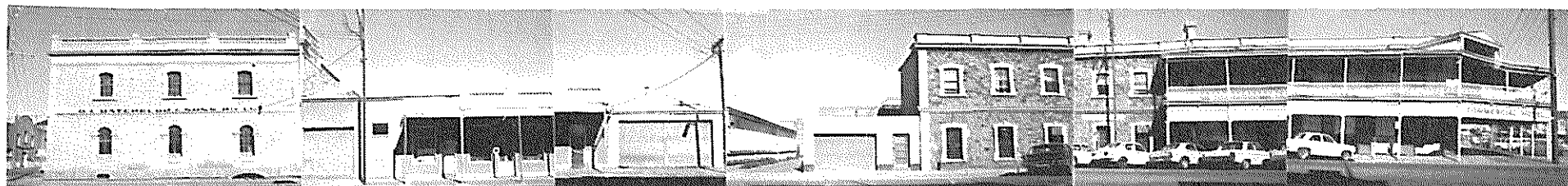


Todd Street

DIVETT ST. - NORTH SIDE

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



Lipson Street

Commercial Road



Todd Street



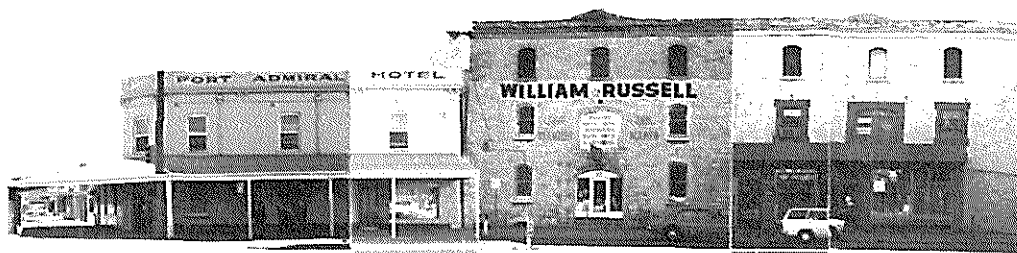
Timpson Street

Lipson Street

DIVETT ST. - SOUTH SIDE

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



Commercial Road



Lipson Street



Lipson Street



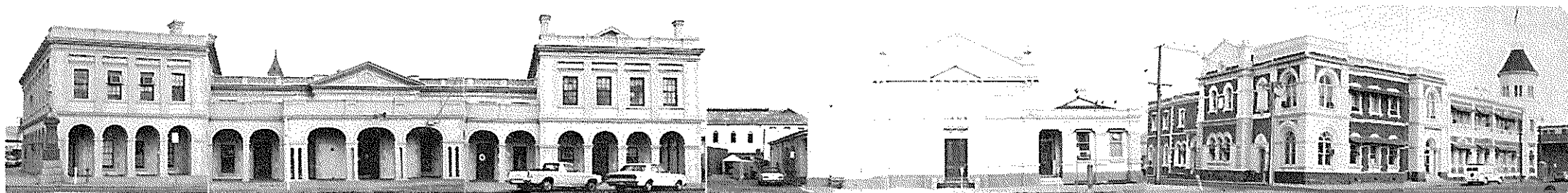
Timpson Street

Todd Street

ST. VINCENT ST. - NORTH SIDE

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



St. Vincent Street

Nile Street

North Parade

COMMERCIAL ROAD - WEST SIDE



Divett Street

St. Vincent Street

COMMERCIAL ROAD - EAST SIDE

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



St. Vincent Street

Jane Street

Divett Street

LIPSON ST. - WEST SIDE



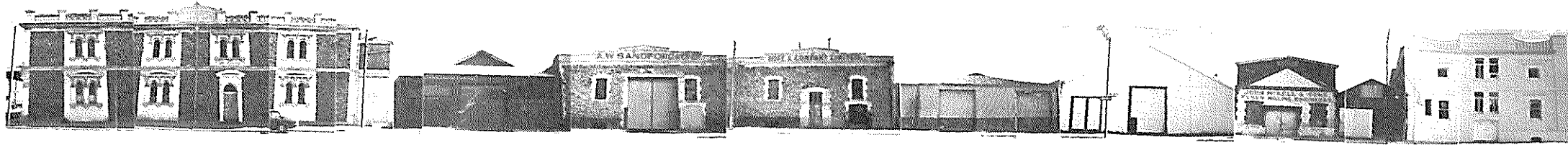
Divett Street

St. Vincent Street

LIPSON ST. - EAST SIDE

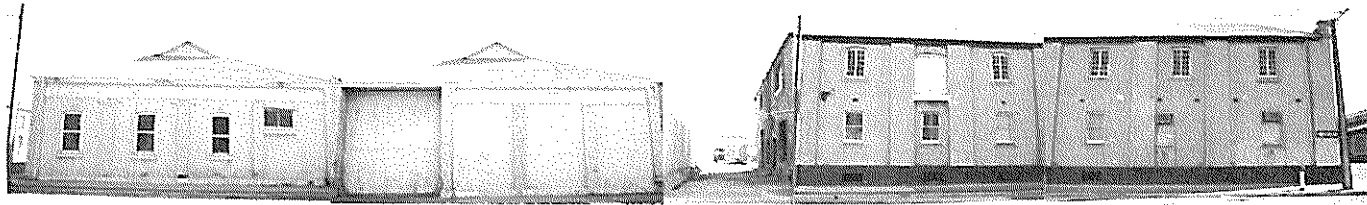
STREETSCAPE HISTORIC PRECINCT

PORT ADELAIDE CONSERVATION STUDY



St. Vincent Street

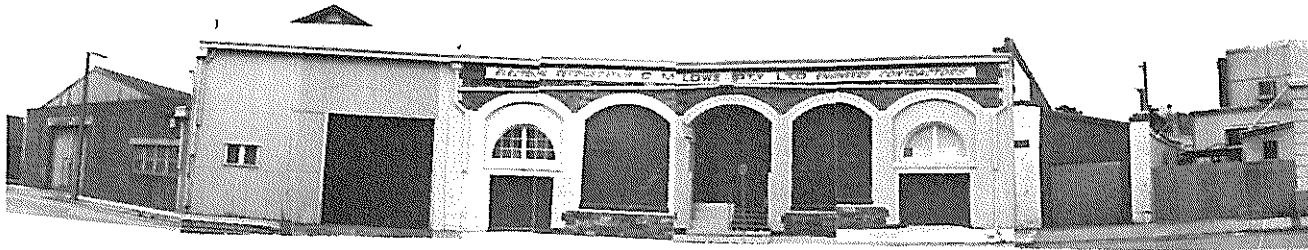
Divett Street



Divett Street

McClaren Parade

TIMPSON ST. - WEST SIDE



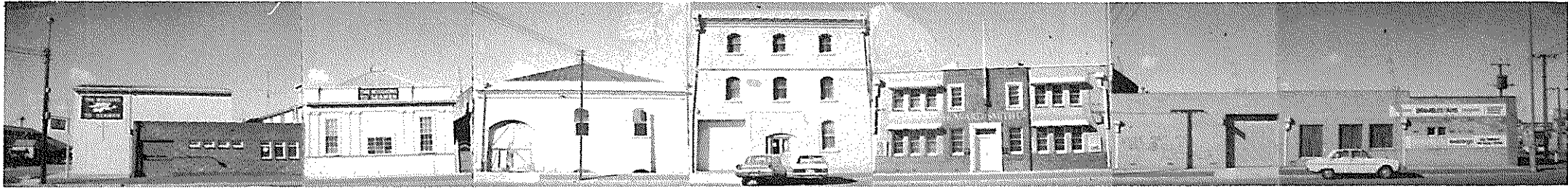
Divett Street

St. Vincent Street

TIMPSON ST. - EAST SIDE

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



McClaren Parade
TODD ST. - EAST SIDE

St. Vincent Street



St. Vincent Street
TODD ST. - WEST SIDE

Anthony Street

Liddon Street

McClaren Parade
Divett Street

**STREETSCAPE
HISTORIC PRECINCT**

**PORT ADELAIDE
CONSERVATION STUDY**



Nelson Street

Robe Street



Robe Street

Commercial Road

ST. VINCENT ST. - NORTH SIDE

**STREETSCAPES
CONSERVATION FRONTAGES**

**PORT ADELAIDE
CONSERVATION STUDY**



St. Vincent Street



Butler Street



Butler Street

Godfrey Street

COMMERCIAL ROAD - EAST SIDE

**STREETSCAPES
CONSERVATION FRONTAGES**

**PORT ADELAIDE
CONSERVATION STUDY**



Cannon Street



St. Vincent Street

Quebec Street



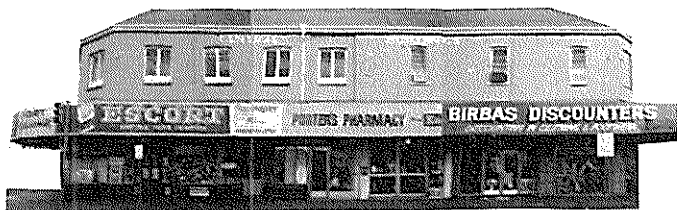
Dale Street

Cannon Street

COMMERCIAL ROAD - WEST SIDE

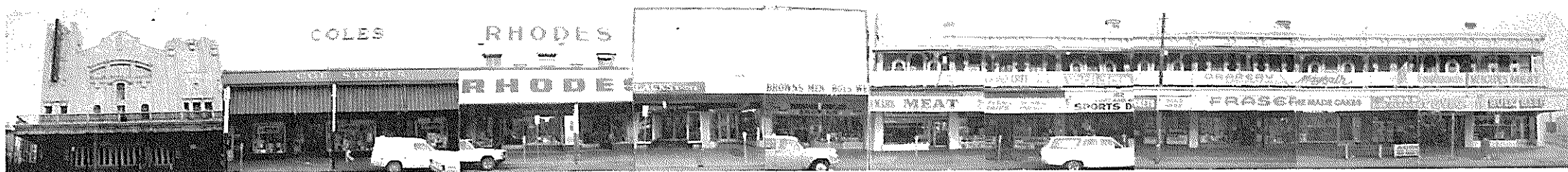
**STREETSCAPES
CONSERVATION FRONTAGES**

**PORT ADELAIDE
CONSERVATION STUDY**



Commercial Road

Marryatt Street



Marryatt Street

Robe Street



Robe Street

Church Place

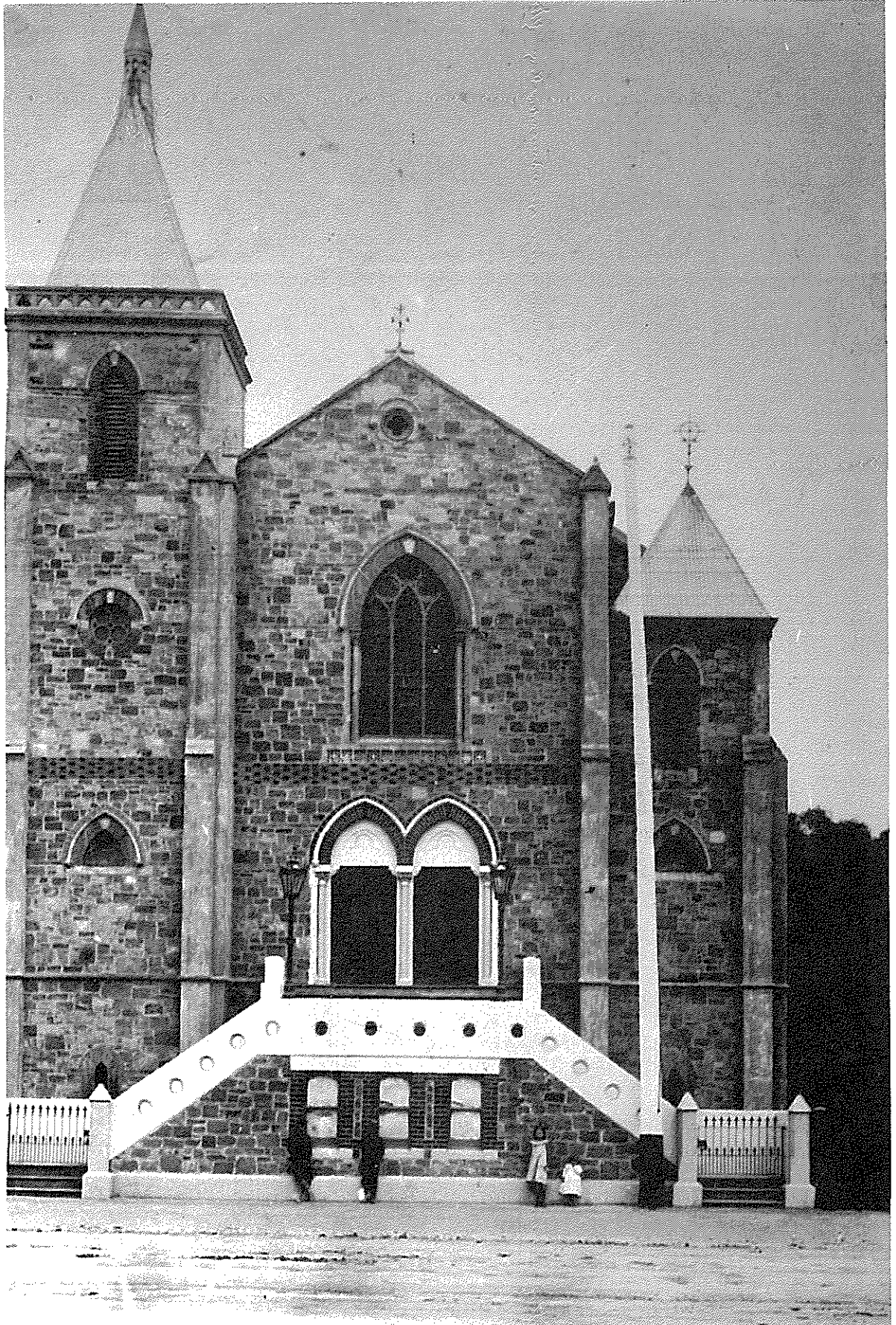
ST. VINCENT ST. - SOUTH SIDE

**STREETSCAPES
CONSERVATION FRONTAGES**

**PORT ADELAIDE
CONSERVATION STUDY**

7. Suggested Guidelines for Control of Future Development

Presbyterian Church St. Vincent Street, opened 1882



7. SUGGESTED GUIDELINES FOR CONTROL OF FUTURE DEVELOPMENT

In order to retain the historic character of the Historic Precinct and Conservation Frontages, it will be necessary for the Authority and Council to adopt guidelines for the control of future development. These include policy on height, scale and form of new construction and renovation, as well as suggested building materials and paint colours. Control of demolition is a fundamental requirement.

7.1 GENERAL GUIDELINES

Development of any type within the Historic Precinct and Conservation Frontages, whether new construction or alterations and additions to existing buildings should reinforce the historic character of those areas as outlined in Section 6 of this report.

In addition, it is recommended that:-

- (i) The built form of new development and external alterations should be in sympathy with the existing historic buildings, be similar in height and scale and repeat the roof forms of surrounding buildings.
- (ii) Existing shopfronts within the Conservation Frontages and along St. Vincent Street and Commercial Road within the Historic Precinct should be encouraged to retain posted verandahs, and new construction or alteration of facades be carried out in such a way as to complement that character.
- (iii) Materials of construction for new developments, major external alterations and additions, should be predominantly stone or brick, according to the particular nature of the surrounding buildings. Roofing should be slate or galvanised iron and external door, window frames and detailing, in timber.
- (iv) Building lines for new construction or extensions should be similar to those buildings adjacent, and generally to the footpath.
- (v) Demolition permits should not be awarded in respect of buildings nominated as worthy of preservation. Additional buildings of historic or architectural significance may be subject to a conditional permit in exceptional circumstances.

7.2 BUILDING MATERIALS

New construction, external alterations and renovation work to buildings within the Historic Precinct or Conservation Frontages should be largely carried out with materials and colours similar and complementary to the elements of historic character outlined in Section 6 of this report. Preferred facade treatment

generally is stonework, and where appropriate, brick painted to match predominant local colour. The continued use of slate and iron roofing should be encouraged. Window and door frames and external detailing should be timber, but materials such as metal frame windows may be used for fire rating purposes provided these are not a dominant feature of the external appearance of the building.

7.3 GUIDELINES ON BUILDING LINES

Most historic buildings in the Port are constructed to the footpath and new construction should retain the continuity of these established building lines.

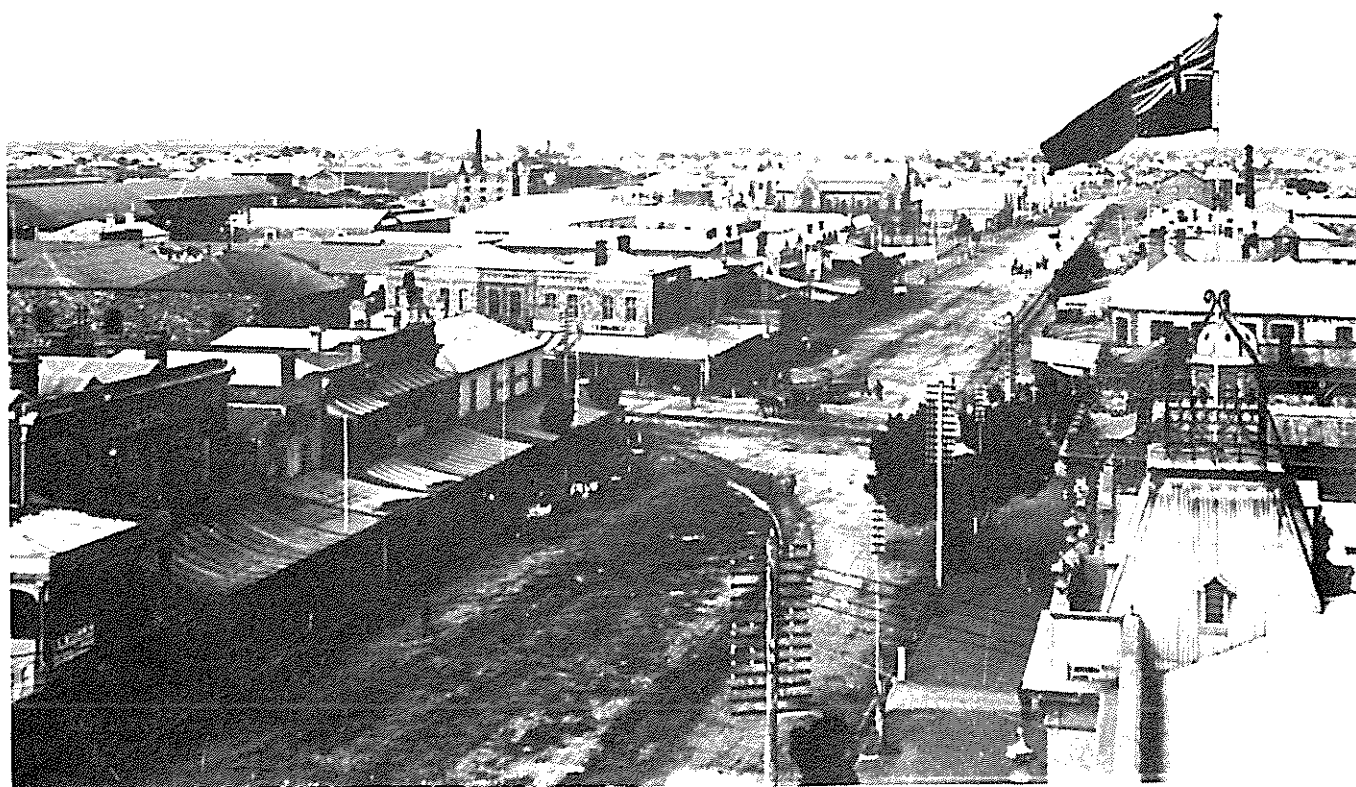
7.4 GUIDELINES ON DEMOLITION CONTROL

This study identifies those buildings "worthy of preservation" and those buildings "of historic significance". Applications for consent to demolish buildings in either category contributing to the character of Port Adelaide should be considered under the following guidelines:-

- (i) Buildings Worthy of Preservation - demolition prohibited.
- (ii) Additional Buildings of Historic or Architectural Significance - demolition consent should be given only in cases where it can be established beyond doubt that the building is in dangerous structural condition or where the predominant external appearance and particularly the facade of the building can be retained. Where such conditions can be met, a development proposal will be considered in terms of the historic nature of the area and contribution of the proposed building to the quality of the streetscape.

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Commercial Road looking South from Flagstaff c1897



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Tender Notices from these publications are invaluable for providing information regarding architects and contractors of the important

buildings in Port Adelaide. These sources are being researched thoroughly by Mr. Ray Gilbert who kindly made some material available for this study. Brian Samuels and references of A.T. Saunders filed in the South Australian Archives, also provided invaluable information.

The following newspapers and periodicals were referred to:

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Illustrated Australian News

Illustrated Sydney News

Pictorial Australian (of particular interest is the lithograph dated June 1892 which is an amended version of the May 1879 lithograph).

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Sands & McDougall South Australian Directory

1872-83: entries are only found in the alphabetical section (by surname).
1884 on: entries are listed street by street therefore providing more useful information than earlier years.

Ratebooks

The Port Adelaide Council Assessment Books were consulted for the years 1867, 1875, 1879, 1884, 1889. These provided allotment number, name of occupier, name of owner, property location and description, street frontage and assessed annual value for each property.

Illustrations

There is an extensive collection of photographs of Port Adelaide held at the South Australian Archives. These were all photographed and filed according to street layout. Other useful collections are held by the Port Adelaide Historical Society, Brian Samuels, Mr. Ray Gilbert, and the South Australian Art Gallery. Photographs were also taken from these sources and filed for easy reference.

All the archives of the various Bank Branches in Port Adelaide were consulted, and in a few cases, early photographs were made available.

Architectural Drawings

Very few original drawings survive. Reference was made to the drawings of St. Vincent Chambers (held by Mr. Ray Gilbert) and the State Savings Bank in Lipson Street (held by Mr. Tawton at Dulux).

Maps

Early maps provided invaluable information. In particular 6 maps dated March 1886 were continually consulted, and are included in Appendix I for reference. Other maps of particular relevance include:

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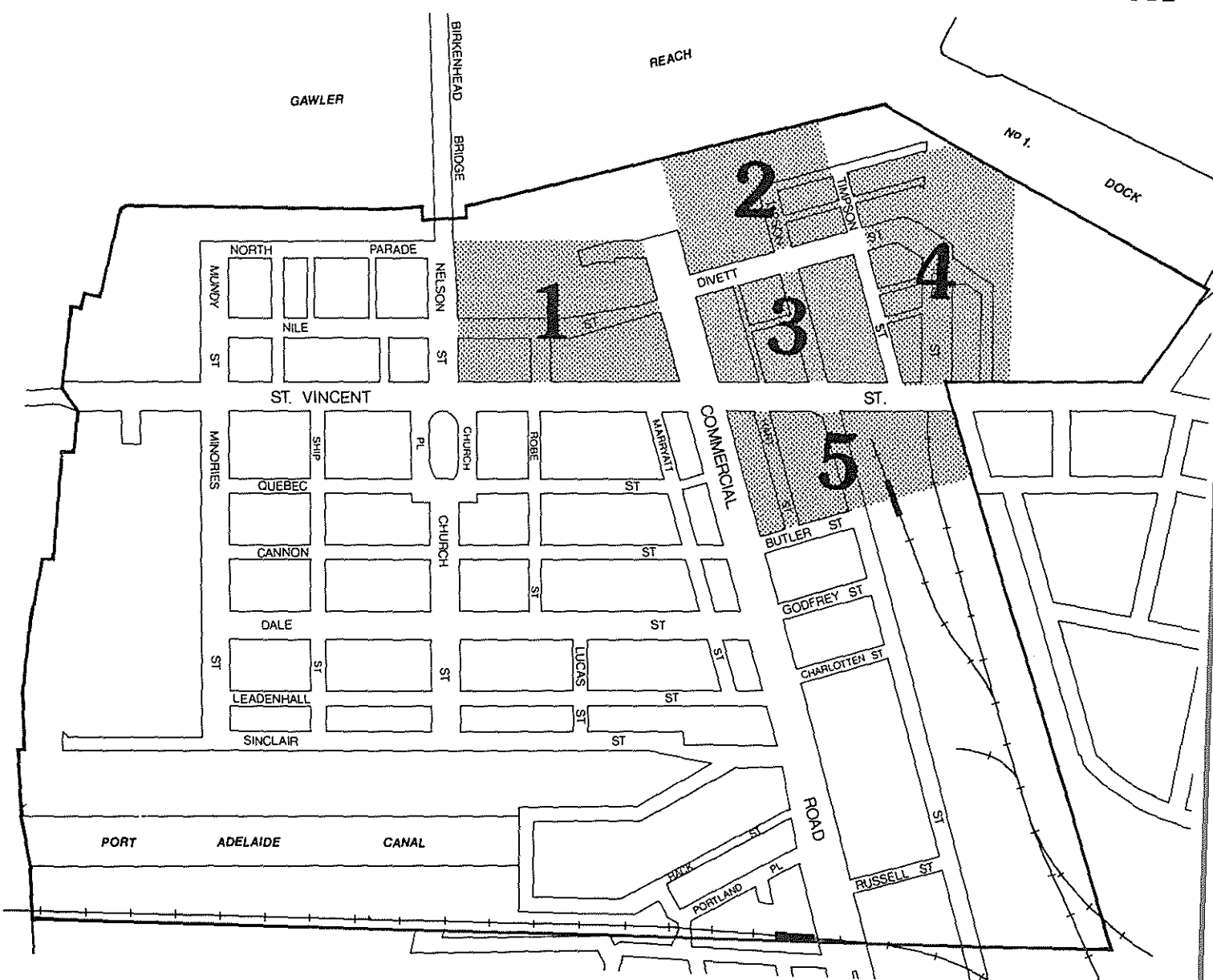
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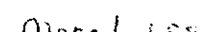
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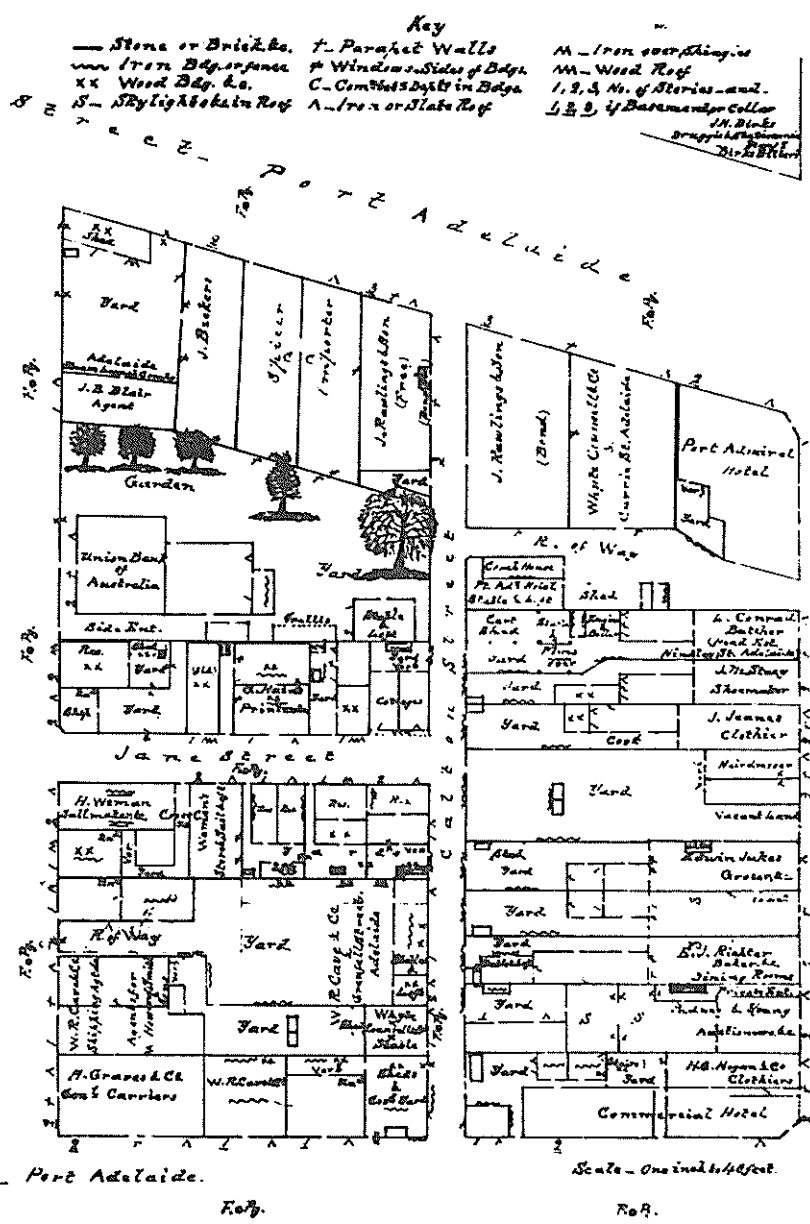
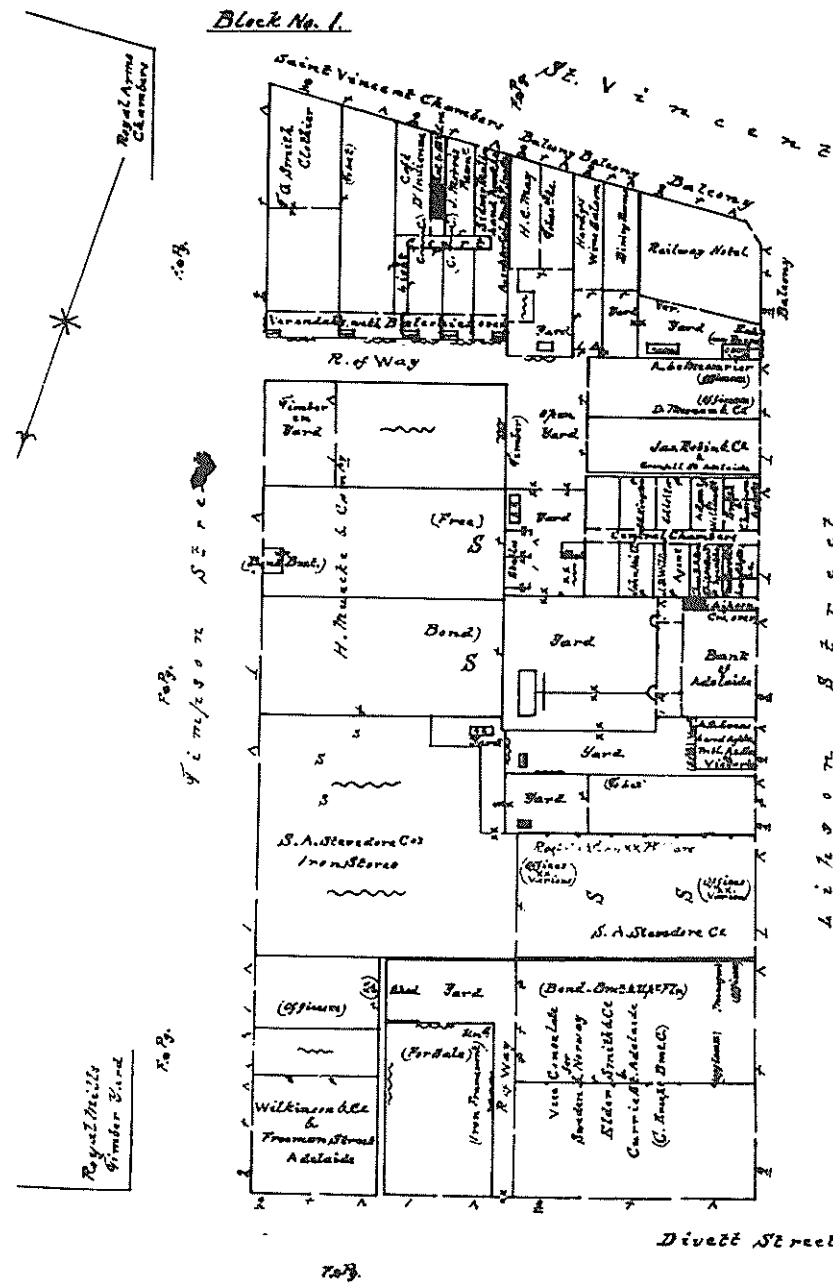
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(In particular, Appendix 1 - Residential Development Control Code).

Appendix 1

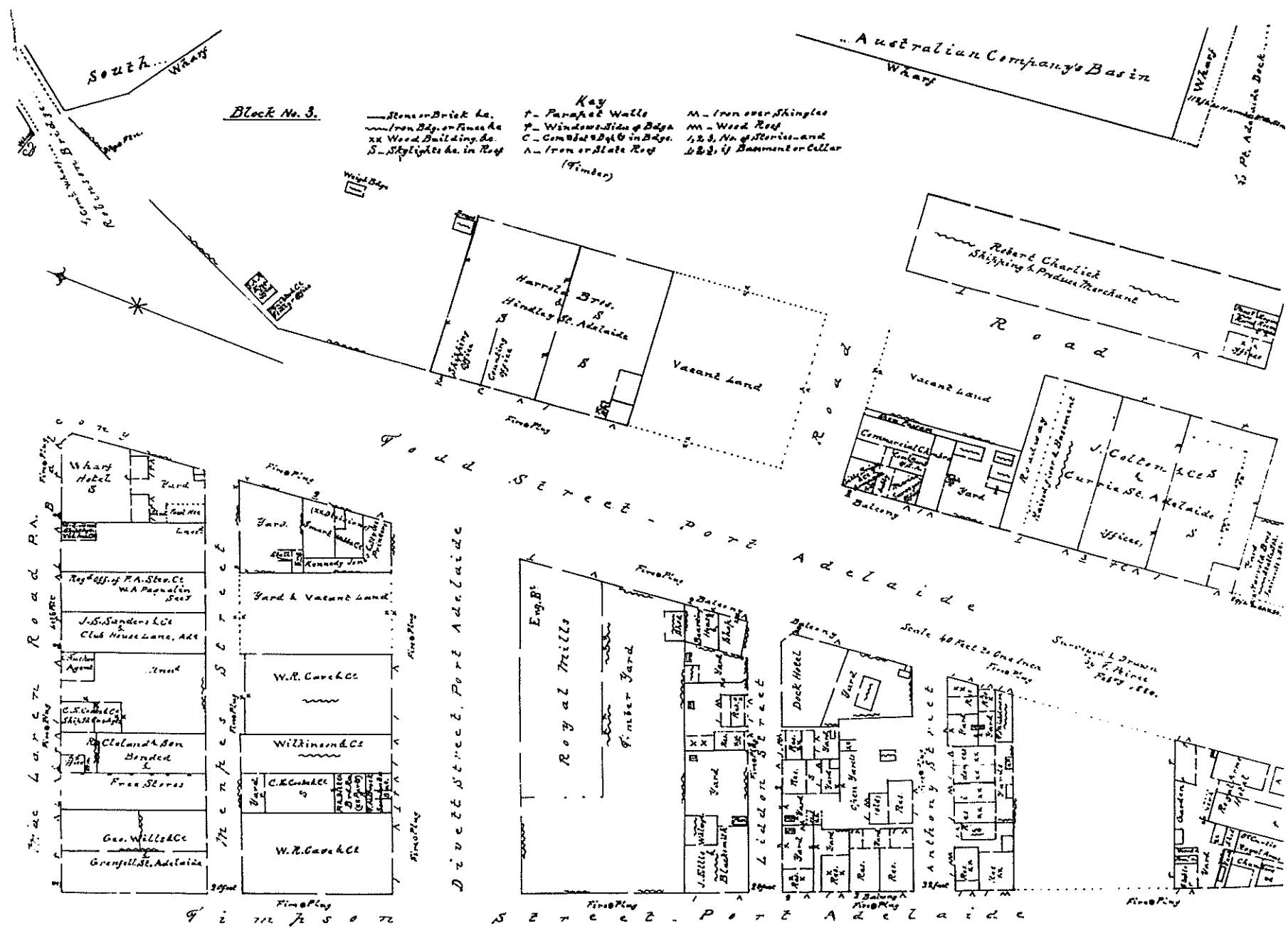
Port Adelaide 1886 Map: Index







Surveyed & Drawn by G. R. R. 1877, 1878.



Appendix 2

APPENDIX 2: SUMMARY OF BUILDINGS LISTED BY THE NATIONAL TRUST AND NOMINATED ON THE DRAFT REGISTER OF THE NATIONAL ESTATE (shown *)

<u>STREET</u>	<u>ADDRESS</u>	<u>NAME</u>	<u>N.T. CATEGORY</u>	<u>LISTING AS IN THIS REPORT</u>	<u>DATE OF COMPLETION</u>
Lipson Street	130	Britannia Hotel	C *	Same	c1898
	Corner Divett St.	Ferguson's Bonded & Free Stores	C *	Ferguson Bond Store, 126 Lipson Street	1857
	117a	Two Storey Shop (former Sailmakers Shop)	C *	Warehouse, 117 Lipson Street (former Sailmakers Building)	-
Jane Street	10	Warehouse	C *	Jane Street (formerly Wemans Building)	-
Lipson Street	114	Bank of Adelaide	C	Same	c1885
	111	A.N.Z. Bank (Union Bank)	C *	(formerly Union Bank)	1859
	116	Lewis & Webb Building	C *	C.G. McLachlan & Company	-
	85	Dulux Building (formerly the Savings Bank)	C *	Dulux Aust. Ltd., 93 Lipson Street	1906
	85	Vosz Store (Dulux Building)	C *	Dulux Aust. Ltd., Corner Lipson & Butler Streets	-
Divett Street	-	No. 3 Court	R	Police Court No. 3, 9 Divett Street (formerly National Bank)	1863
	11-13	Divett Chambers	C *	Same	c1881
	Corner Lipson (15)	R. Fricker & Co. Ltd. Building (Bank of Australasia)	C *	Fricker & Co., 127 Lipson Street (formerly Bank of Australasia)	1891
Commercial Road	Corner North Pde (2)	Customs House (including former Institute)	C *	56 Commercial Road	1879
	-	New Court House	R	Court House, 62 Commercial Road	1882
	66	Old Police Station & Court House (Court House, Police Station & Customs House)	C *	Police Station	1860
	-	Congregational Church	C	Uniting Church in Australia, 169 Commercial Road (formerly Congregational Church)	1868
St. Vincent St.	-	Royal Arms Hotel	R	275 St. Vincent Street	1878
	Corner Lipson Street	St. Vincents Chambers	R	St. Vincent Chambers, 259-265 St. Vincent Street	1883
	Corner St. Vincent St. & Lipson Street.	Formby Memorial Drinking Fountain	C *	Same	c1874
	Corner Commercial Road & Lipson St. (247).	Railway Hotel	C *	247 St. Vincent Street	1856
	163	Port Adelaide Town Hall	C *	Same	1866
	-	St. Pauls Church of England	R	Same	1905
North Parade	Faces North Parade	Telegraph Station (now Shipping and Transport)	C *	Quarantine Office, 29 North Parade (formerly Telegraph Station)	1867
Mundy Street	-	Adelaide Milling Co. Mill (Harts Mill)	R	Adelaide Milling Company, 9 Mundy Street	1855
Nile Street	33	Government Office	R	Same	c1882
	-	Casualty Hospital	R	Port Adelaide Casualty Hospital, 32 Nile Street	c1884
Leadenhall St.	-	Thomas Mill	R	W. Thomas & Co., 36-58 Leadenhall Street (Formby's Store)	1861
	-	First Presbyterian Church (now W.R. Grace)	R	Old Presbyterian Church (inside warehouse W.R. Grace) 69 Leadenhall Street	1857
Dale Street	-	Houses	R	Residences, 54 & 56 Dale Street	1870's