

Heritage Standard

Goolwa State Heritage Area



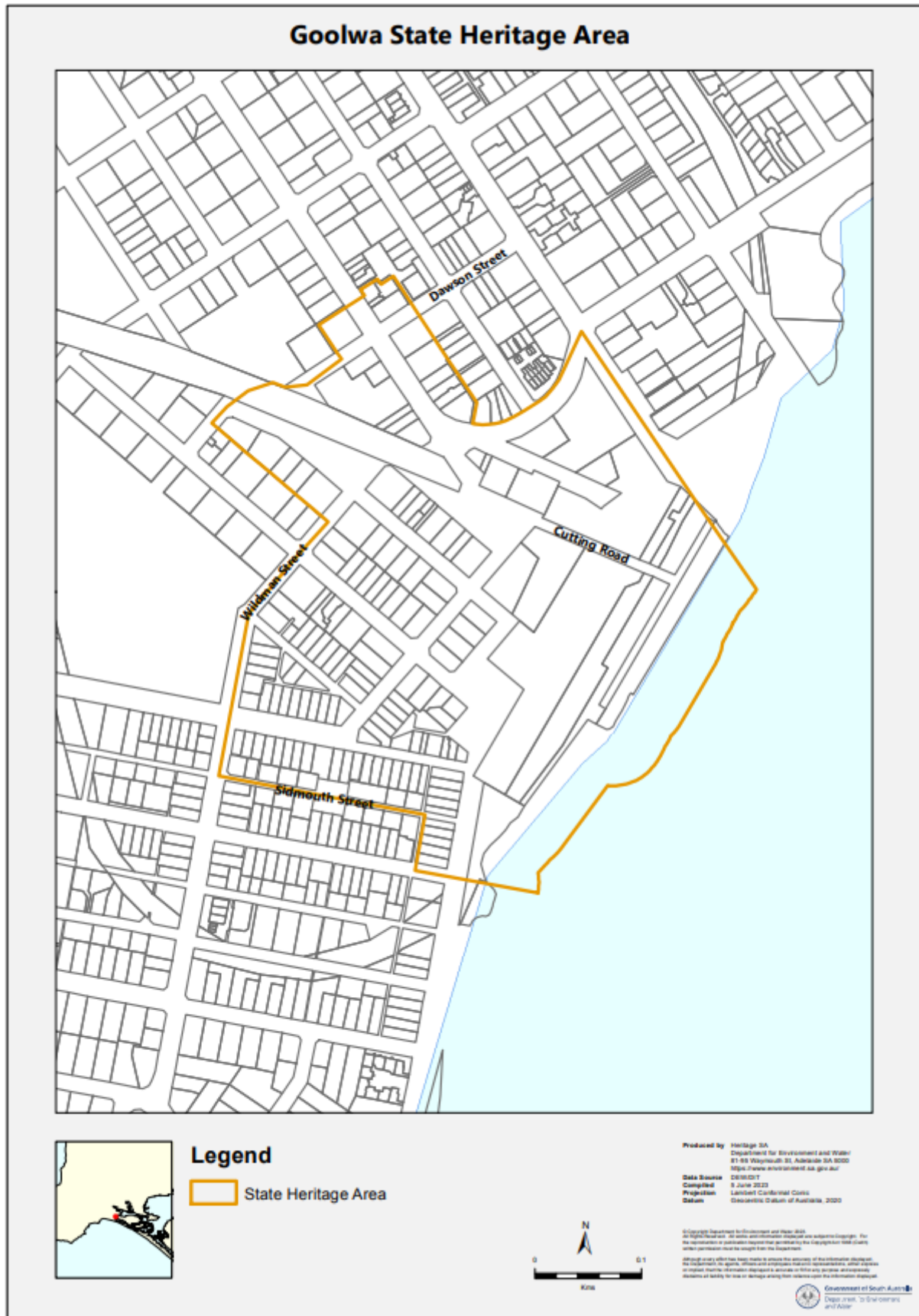
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Heritage South Australia
Department for Environment and Water

COVER IMAGE: Goolwa Wharf, c.1900, State Library of South Australia, B17121



1. Background

1.1. Goolwa State Heritage Area

South Australia's State Heritage Areas represent significant aspects of the State's rich natural and cultural heritage. Goolwa was designated as a State Heritage Area under the *Heritage Places Act 1993* in 1987. The designation ensures that future development of properties and open spaces within Goolwa State Heritage Area is managed in a way that maintains the Area's heritage value.

1.2. Purpose of Heritage Standards

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

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

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

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

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

The Heritage Standard is presented in three parts:

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



James Hazel Adamson, *View of Goolwa with the 'Lady Augusta' approaching the jetty*, pencil, brown watercolour wash, white gouache, pen and ink on paper, 1854, Art Gallery of South Australia. A picturesque view of the early settlement, showing dinghies under sail and the steamer, *Lady Augusta*, approaching the jetty and loading dock. Early buildings including the Railway Superintendent's House are visible, as are groups of settlers and an Aboriginal family group.

1.3. History – Goolwa

Ngarrindjeri yarluwar-ruwi (sea-country) and European contact

The river town of Goolwa falls within the country of the Ngarrindjeri people, on a bend in a channel of the lower River Murray, as it flows from Lake Alexandrina to the Southern Ocean. Early written references to 'Gool-wa' claim the name means 'elbow' in the language of the Ngarrindjeri of Encounter Bay, but alternative sources suggest the interpretation 'brackish water'.¹

The freshwater of the Murray-Darling system is seen by the Ngarrindjeri people as vital to their health and wellbeing.² For thousands of years Ngarrindjeri yarluwar-ruwi sustained semi-sedentary seasonal camps of kindred or extended families that were connected through marriage, ceremony, story, and trade.³ These systems of kinship were disrupted with European contact in the 1790s, with the strangers who came by sea and overland 'violating cultural norms, bodies, and country'.⁴ European sealers regularly abducted Ngarrindjeri women from the mainland⁵ and venereal disease and epidemics such as smallpox devastated the area. Some studies suggest that the population had halved by the time South Australia was proclaimed in 1836.⁶

¹ 'Place names of South Australia – Goolwa,' The Manning Index of South Australian History, accessed 7 August 2022, <https://manning.collections.slsa.sa.gov.au/pn/g/g7.htm>.

² 'Ngarrindjeri engagement,' Environment SA, accessed 17 April 2022, <https://www.environment.sa.gov.au/topics/river-murray/improving-river-health/coorong-lower-lakes-murray-mouth/recovery-project/ngarrindjeri-engagement>

³ Diane Bell, 'Lower River Murray, Lakes and Coorong: Ngarrindjeri telling stories,' in: *Colonialism and its Aftermath: A history of Aboriginal South Australia*, ed. Peggy Brock and Tom Gara (South Australia: Wakefield Press, 2017), p.137.

⁴ Bell, 'Lower River Murray,' p.140.

⁵ Philip A. Clarke, 'Early European interaction with Aboriginal hunters and gatherers on Kangaroo Island, South Australia,' *Aboriginal History* 20, no.1, January 1996, p.58.

⁶ Christine Lockwood, 'Early Encounters on the Adelaide Plains and Encounter Bay,' in *Colonialism and its Aftermath: A history of Aboriginal South Australia*, ed. Peggy Brock and Tom Gara, Wakefield Press, South Australia, 2017, p.66.

Where fresh water meets salt: European exploration of the Murray mouth

On 3 November 1829, Captain Charles Sturt set sail on a voyage to trace the course of the Murrumbidgee and Darling rivers 'as far as practicable'.⁷ Following the River into South Australia, he reached its mouth at Lake Alexandrina on 11 February 1830, naming it in honour of the Secretary of State for War and the Colonies, Sir George Murray.⁸ He reported the discovery of a 'highly fertile land ... well supplied with water,'⁹ however noted the 'impracticability and inutility of the channel of the communication between the lake and the ocean' warning it would be 'dangerous to venture'.¹⁰

In 1831, encouraged by Sturt's favourable reports, New South Wales Governor Ralph Darling dispatched Captain Collet Barker to see if there was a channel between Gulf St Vincent and the River Murray. Collet confirmed there was no channel connecting the two,¹¹ but noted that his party was 'delighted' with both 'the aspect of the country' and the 'bold and romantic scenery behind them'.¹² Sturt and Collet's favourable reports proved sufficient to warrant the establishment of the colony of South Australia from 1836.

By August 1836, Surveyor-General Colonel William Light had arrived in the new colony to select a suitable site for the capital. The lower Murray region was among the potential locations suggested to Light, however he agreed with Sturt's observation that the outlet was not navigable and that the coast was too exposed to the Southern Ocean to provide a safe harbour, deciding instead on a site on the eastern side of Gulf St Vincent where Adelaide now stands.¹³

The discovery of a 'fine harbour at the mouth of the Murray' in November 1837 caused much excitement, and Governor Hindmarsh declared his intention to move the capital there.¹⁴ A month later he sent an exploration party to the area, where four members drowned trying to cross the turbulent waters of the mouth in a boat, bringing Sturt's predictions of dangerous waters to fruition.¹⁵

First Goolwa survey and early settlement

Pastoralists began grazing the land around the 'elbow' from 1839. Between December of that year and January 1840 a Special Survey was carried out under the direction of the new Surveyor-General, Edward Charles Frome. An elaborate town was laid out at Currency Creek with a smaller town, called Town on the Goolwa, drawn up as a river port in what is now the northern part of Goolwa. Blocks of land measuring 200 by 30 feet were auctioned throughout the 1840s, however the proposed township of Town on the Goolwa did not eventuate.¹⁶ During this period, Ngarrindjeri people provided vital advice and assistance in food-gathering, cultivation, and harvesting, while First Nations people were also recruited as crew on ships exploring the Lower Murray, and to do seasonal harvesting work for local farmers.

Goolwa to Port Elliot tramway and steam navigation of the Murray

The fifth Governor of South Australia, Sir Henry Fox Young, was keen to develop the River Murray as a trade and commerce route, particularly connecting the south coast to the eastern colonies. A Harbour Commission of Inquiry appointed in 1849 led to a proposal that the Murray's dangerous outlet be bypassed altogether by establishing a river port and connecting it with a suitable

⁷ Charles Sturt, *Two Expeditions into the Interior of Southern Australia During the Years 1828, 1829, 1830, and 1831: with Observations on the Soil, Climate, and General Resources*, vol. 2, Smith, Elder and Co., London, 1833, p.7.

⁸ Sturt, *Two Expeditions*, p.157.

⁹ William Light, *A brief journal of the proceedings of William Light...*, Macdougall, Adelaide, 1930, p.57.

¹⁰ Sturt, *Two Expeditions*, pp.173-5.

¹¹ J.H.L. Cumpston, *Charles Sturt: His Life and Journeys of Exploration*, Georgian House, Melbourne, 1951, p.82.

¹² Sturt, *Two Expeditions*, p.233.

¹³ Light *A brief journal*, p.57. Adelaide was pronounced the capital by Light on 29 December 1836.

¹⁴ Cumpston, *Charles Sturt*, p.83.

¹⁵ Noack, *Port Elliot and Goolwa*, p.3.

¹⁶ Noack, *Port Elliot and Goolwa*, p.3.

anchorage nearby on the coast.¹⁷ The Governor chose to build a horse-drawn tramway line between Goolwa and Port Elliot at an estimated cost of £18,909. The tramway, and the construction of jetties at each port, were paid for by the South Australian Land Fund,¹⁸ despite great opposition from merchants in Port Adelaide. The project commenced in the later part of 1851, and by 1852 the construction of the jetty and wharf in Goolwa was completed, while work on the tramway—which became the first passenger railway line in Australia—was still in progress.¹⁹



Goolwa tramway, 1860, State Library of South Australia, B 103. The Goolwa railway service was originally horse-drawn.

During that year, two paddle steamers succeeded in traversing the River Murray, supporting its merit as a trade route. One of the steamers, the *Lady Augusta* commanded by Captain Cadell, travelled 1300 miles upstream from Goolwa to Swan Hill towing the barge *Eureka* alongside. The steamer returned on 14 October 1853 carrying 140 bales of wool, marking the arrival of the first river-borne cargo at Goolwa.²⁰



B. Douglas (1857), Steamboat Corio crossing the sandbar at the mouth of the River Murray, Goolwa, South Australia, pencil drawing, Album of Miss Eliza Younghusband, South Australia, 1856-1865. National Library of Australia, PIC MSR 12/1/4 #PIC/11535/10. This nineteenth-century sketch illustrates the perils of the Murray mouth crossing. The steamboat Corio pitches as it navigates the cross-currents; an Aboriginal group is depicted in the foreground, while in

¹⁷ Malcolm H. Thompson, *Rails and the river: a History of the Southern Railway System and the River Murray Shipping 1854-1885*, Alexandrina Council, Goolwa, 2004, p.17.

¹⁸ Thompson, *Rails and the River*, pp.22-24.

¹⁹ Thompson, *Rails and the River*, p.29.

²⁰ Thompson, *Rails and the River*, p.31; Noack, *Port Elliot and Goolwa*, p.3.

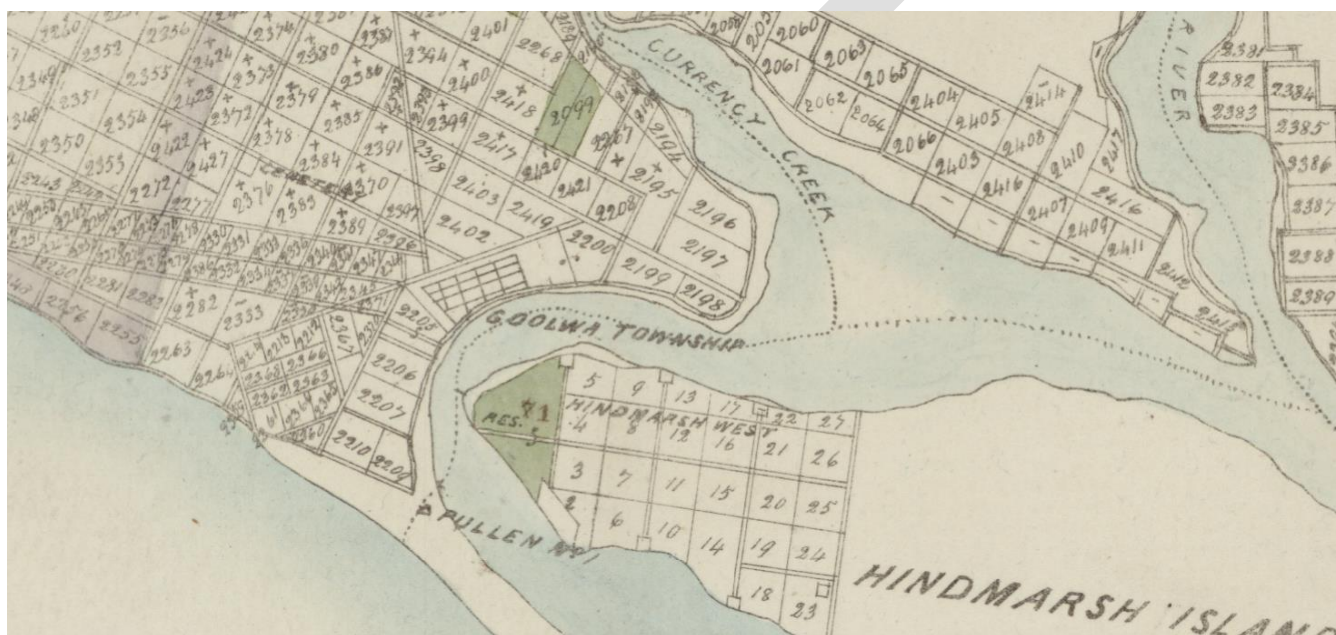
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the distance, the signal mast at Barker Knoll on Hindmarsh Island can be seen, corresponding to the land-based mast on the Goolwa escarpment.²¹

Second Goolwa survey

When Goolwa was selected as a port for the River Murray in 1851, the most suitable site for a wharf was identified immediately south of the Town on the Goolwa, surveyed in 1840.²² In 1853, Corporal Brooking of the Royal Sappers and Miners conducted a survey which laid out the new township adjacent to the earlier proposed town.²³ The new town was surveyed into quarter acre blocks laid out around the River Murray and listed for auction on 3 March 1853 for approximately £20 per allotment. All blocks were successfully sold by 1857²⁴ and in September of that year, Goolwa was proclaimed a port.²⁵



Plan of the County of Hindmarsh compiled from the Government plans, by Rob.t Stephenson, Surveyor, 1854, BRG 42/119/26, State Library of South Australia [excerpt]. An excerpt of the 1854 Plan of the county of Hindmarsh, showing the land now part of the Goolwa State Heritage Area. Section numbers are given and those unsold marked.

Horse-drawn tramway, river trade, and township development

The iron rail tramway between Port Elliot and Goolwa was completed and began operating in May 1854; excavation of the railway cutting had been completed two years earlier. Rolling stock comprising of one passenger carriage and eleven goods trucks were used to haul wheat and wool.²⁶ Within a year, 2800 tons of goods had been transported along the tramway, providing a return on the public works investment unrivalled by any road in the colony to date.²⁷

²¹ *Wellbank's Australian nautical almanac and coasters' guide: for the Southern and the Eastern coasts of New Holland*, James Reading and Co., [1869] 1889, Sydney, pp.134-35.

²² John C. Tolley, 'Goolwa,' in *Terowie Workshop: Exploring the history of South Australian Country Towns*, ed. A.F. Denholm, Susan Marsden and Kerrie Round, University of Adelaide and History Trust of South Australia, Adelaide, 1991, pp.167-68.

²³ Thompson, *Rails and the River*, p.30.

²⁴ Thompson, *Rails and the River*, p.30; Noack, *Port Elliot and Goolwa*, p.6.

²⁵ *Adelaide Observer*, 'Sale of crown lands,' 29 January 1853, p.8.

²⁶ The Institution of Engineers, Australia: South Australian Division, *Goolwa – Port Elliot Railway and Extensions to Victor Harbor and Strathalbyn*, June 1991, p.2.

²⁷ *Adelaide Observer*, 'Navigation of the Murray,' 14 July, 1855, p.3.

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With the river opened, the tramway working, and wharfs established at Goolwa and Port Elliot, the volume of cargo increased enormously.²⁸ The river trade generated using the new port and tram infrastructure stimulated rapid development of the Goolwa township and resulted in the construction of houses, schools, hotels, and shops.²⁹ For example, the Goolwa Steam Mill was being advertised for sale or lease in 1855,³⁰ whilst three hotels began trading between 1854 and 1858.

The Post Office was built in 1857 and became the Post Office and Telegraph Station the following year when the magnetic telegraph was connected to Goolwa. The telegraph station verandah doubled as the town's tramway station until 1872.³¹ Construction of a Customs House overlooking the Goolwa wharf was completed in 1859, as was the first part of the travertine limestone Police Station. The town's water supply, the first piped water supply in South Australia, was installed in 1856 consisting of a hand pump drawing water from a well.³²

Port Goolwa was proclaimed on 10 September 1857 and thus became a collection point for the colony's custom duties.³³ River trade with the eastern colonies was extensive; steamers towed supplies to pastoralists and the goldfields upriver, returning with wool.³⁴ A government store was built on the wharf in 1854.



Cobar barge, c.1895, State Library of South Australia, PRG 1258/1/519. Showing the barge loaded with 986 bales of wool, at Goolwa Wharf, with a group of men standing alongside and two men on top of the bales.

The tramway extension and growth of the township and industries

Port Elliot's exposed harbour proved unsafe for shipping. In 1857, after the wrecking of several vessels at Port Elliot, the government decided that a port at Victor Harbor would be more suitable.³⁵ The tramway was extended from Port Elliot to Victor Harbor,

²⁸ Noack, *Port Elliot and Goolwa*, p.6.

²⁹ Noack, *Port Elliot and Goolwa*, p.5.

³⁰ *Adelaide Times*, 'Goolwa Steam Mill,' 5 January, 1855, p.3.

³¹ Tolley, 'Goolwa,' p.172.

³² Tolley, 'Goolwa,' p.167.

³³ Noack, *Port Elliot and Goolwa*, p.7.

³⁴ Noack, *Port Elliot and Goolwa*, p.7.

³⁵ Thompson, *Rails and the River*, p.39.

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opening on 4 August 1864.³⁶ Also opening in 1864 was a railway line connecting Echuca to Melbourne, transforming Echuca into a major river port and siphoning off a portion of the river trade to Victoria.³⁷

Nevertheless, Goolwa retained its position as a key port on an important trade route, and investment continued in public works, including the completion of a new access road for bullock wagons in 1865, extensions to the wharf precinct in 1866, and the addition of a Court House to the Police Station in 1867.³⁸

New industries were also being established in the town, including the construction of a Patent Slip and Iron Works in 1864,³⁹ giving rise to Goolwa's most prominent and successful industry: the construction of paddle steamers and barges. By the 1870s, the Iron Works employed 30 to 40 tradespeople, with the construction of 33 paddle steamers and 25 barges completed by 1912.⁴⁰ The first church, a Wesleyan Methodist Church, held its inaugural service in 1861.⁴¹



Boat-Building, Goolwa, c.1866, State Library of South Australia, B 25772. Showing the Government warehouse vessel "Prince Alfred" under construction at Goolwa. The old barrel-vaulted warehouse (also visible in Adamson's 1854 watercolour, shown above; now demolished) can be seen.

New railways and competition for river trade

On 23 February 1869 a railway opened connecting Strathalbyn with Middleton,⁴² the new line excluding Goolwa entirely.⁴³ To better compete for river trade, a stone platform and station building were erected in Goolwa in 1872.⁴⁴ In 1874 an entirely new wharf was constructed, with the present day wharf shed built in 1878.⁴⁵ In 1879 a railway shed to hold trucks loaded with cargo awaiting the paddle steamers was erected close to the wharf – this is the present railway shed.⁴⁶ That same year, Goolwa was gazetted as a municipality.⁴⁷

³⁶ Thompson, *Rails and the River*, p.41.

³⁷ Noack, *Port Elliot and Goolwa*, p.9.

³⁸ Noack, *Port Elliot and Goolwa*, pp.167-69.

³⁹ Thompson, *Rails and the River*, p.41.

⁴⁰ Tolley, 'Goolwa,' p.171.

⁴¹ Noack, *Port Elliot and Goolwa*, pp.27-28.

⁴² 'Opening of the Strathalbyn and Middleton railway,' *Express and Telegraph*, 24 February, 1869, p.3.

⁴³ 'Strathalbyn and Goolwa tramway,' *Adelaide Observer*, 14 May, 1859, p.1.

⁴⁴ Thompson, *Rails and the River*, p.59.

⁴⁵ Tolley, 'Goolwa,' p.167.

⁴⁶ Tolley, 'Goolwa,' p.167.

⁴⁷ Noack, *Port Elliot and Goolwa*, p.9.

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At a formal ceremony on 18 October 1878 the Governor of South Australia opened the new Kapunda and North-West Bend railway line linking the Murray to Port Adelaide via a river port at Morgan, diverting trade through Adelaide at the expense of the ports lower downstream, including Goolwa.⁴⁸

Steam locomotion, railway expansion, and decline in town prosperity

In 1884, Goolwa was connected to the Strathalbyn line via a three-mile section of rail to Currency Creek. The Goolwa to Victor Harbor railway opened to steam traffic on 1 April 1885, marking the end of three decades of service for the horse-drawn tram.⁴⁹

South Australia's trade with the eastern colonies peaked between 1878 and 1884.⁵⁰ During the 1880s and 1890s the New South Wales and Victorian colonies grew less dependent on South Australian ports as they expanded their own networks of railways inland.⁵¹ As interstate railways advanced, Goolwa's prosperity receded. Goods that did pass through the lower River Murray were increasingly sent to Port Adelaide via the Kapunda and North-West Bend railway, rather than the south coast. Morgan's influence grew, replacing Goolwa as the colony's prime river port.⁵²

By the turn of the twentieth century, Goolwa had lost its river-trade calling, and in 1913 the local iron foundry closed after 60 years in business.⁵³ On 12 January 1915 a new railway loop with sidings parallel to the waterfront was opened, and the old train station on Cadell Street near the present Soldiers Memorial Gardens was dismantled.⁵⁴



Australasian and Corio Hotels, Goolwa, c.1921, State Library of South Australia, PRG 1258/2/427. Photograph taken from in front of the former railway stables, looking across the old railway cutting (leading to the wharf) towards Goolwa Terrace and the Australasian and Corio Hotels. The War Memorial Cenotaph (dedicated in March 1921) is visible in the centre of the photo.

⁴⁸ *Kapunda Herald*, 'The Kapunda and North-West Bend Line,' 18 October, 1878, p.3; Tolley, 'Goolwa,' p.173.

⁴⁹ Tolley, 'Goolwa,' p.173.

⁵⁰ Noack, *Port Elliot and Goolwa*, p.8-9.

⁵¹ Gwenda Painter, *The river trade: wool and steamers*, Turton and Armstrong with Pioneer Settlement Press, Wahroonga (NSW), 1979, p.92.

⁵² Department of Environment, Water, and Natural Resources, *Goolwa. State heritage area: guidelines for development*, 2014, p.7.

⁵³ Tolley, 'Goolwa,' p.171.

⁵⁴ Thompson, *Rails and the River*, p.76.



Goolwa Railway Station and yard, 1922, State Library of South Australia, B 59118

From trade port to tourist spot

With its heyday as a prosperous river port over, Goolwa emerged as a popular tourist destination. In 1940 a series of barrages were constructed across the lower River Murray to maintain fresh water in the river and lakes,⁵⁵ increasing the suitability of the waterways for recreation. During the 1950s the rise in private car ownership encouraged a boom in holiday shacks, retirement homes, and caravan parks, in turn encouraging agricultural landowners to subdivide, extending the boundaries of the town further. In 2001, the Hindmarsh Island Bridge opened, replacing a ferry that had operated between Goolwa and Hindmarsh Island for 140 years.⁵⁶

In 2002, following the desecration of a Ngarrindjeri burial site at the Goolwa wharf, the Ngarrindjeri people worked with the Alexandrina Council to negotiate an agreement called the *Kungun Ngarrindjeri Yunnan* (Listen to Ngarrindjeri Speaking) (KNYA). In the spirit of 'practical reconciliation', the agreement acknowledges Ngarrindjeri connection to the land and recognises Ngarrindjeri-lead organisations as decision makers in matters regarding cultural heritage and natural resource management.⁵⁷

Today, paddle steamer cruises leave regularly from the wharf in front of the Goolwa Riverboat Centre, and the old railway line is now used by SteamRanger Heritage Railway, shuttling tourists between Goolwa and Victor Harbor aboard the Cockle Train.

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⁵⁵ Department of Environment, Water, and Natural Resources, *Goolwa: State heritage area*, March 2006, p.1.

⁵⁶ DEWNR, *Goolwa*, p.8.

⁵⁷ Diane Bell, 'Lower River Murray,' pp.156, 158.



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Wide view of Goolwa town from the River Murray, c.1910, State Library of South Australia, PRG 1258/2/426.

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2. Heritage Value

2.1. Statement of Significance (Goolwa State Heritage Area)

Goolwa is of heritage value for the following reasons:

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

(as entered on the South Australian Heritage Register, 24 September 1987)

2.2 What is of heritage significance?

Goolwa, located 83 kilometres south of Adelaide, is a prosperous regional centre on the south coast of the Fleurieu Peninsula. Since the establishment of the colonial Province, the river port of Goolwa has played a critical role in South Australia's economic development. Goolwa was Australia's first inland port. Before the development of motorised road and rail transport in the twentieth century, Goolwa served as a key point for the distribution of agricultural produce and other export goods by boat along the River Murray, including to intercolonial markets in Victoria and New South Wales: as the final port on the river route, before goods were transferred to seagoing vessels for onward shipment. This logistical function determined the development of Australia's first public horse drawn iron-tracked railway, connecting the river port to the colonial seaports of Port Elliot and later, Victor Harbor. Goolwa was the first Australian river port to engage in shipbuilding and repairs.

In addition to the river trade, Goolwa also served as an important transfer and communications link: a stopping point for mail coaches, for the stock route along the south east coast. Goolwa was also important as a port of call for people travelling between the colonies, including miners travelling to the copper mines in northern South Australia, or to the Victorian goldfields. The Colonial Post Office's development of the electric telegraph service from Adelaide to Melbourne, opened in 1858, made Goolwa a station on the route (Call Sign 'D').

Goolwa's early buildings form the unique character of the area through their scale, relationships, and use of local building materials. Today, three distinct heritage precincts can be recognised in the township. Goolwa's remnant wharf and tramway infrastructure, sited on and immediately adjacent to the riverfront, includes important early buildings associated with governance and law enforcement and evokes its riverine, industrial, and maritime history. The railway alignments and river trade determined, from an early date, the relationship of buildings to open space in the township. Open views through the precinct illustrate the strategic importance of the town as an early communication point, including the signal mast and telegraph. The civic centre precinct, centred on Cadell Street, reveals the nineteenth century origins and development of Goolwa, its emerging identity and character, and its associated commercial and cultural premises and public institutions. Landmark Victorian era buildings, including the Council Chambers and the Goolwa Hotel, punctuate the nineteenth / early twentieth century streetscape. The 'Little Scotland' precinct, a residential streetscape of closely spaced vernacular cottages, retains its character as the home of a distinctive community of Scottish riverboat employees.

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

- a) The town's **setting on the River Murray**, which enabled Goolwa's development and created its historic identity as a port town. Goolwa's location near the river mouth influenced its subdivision pattern, street layout and orientation, and allowed the development of the river frontage and wharves.



Aerial view of Goolwa, c.1936, State Library of SA, B 7068

- b) The **Wharf Complex**, with its dockside infrastructure including remnant jetty posts; including the **Wharf** (built in 1852; extended in 1866; rebuilt in 1874 and 2024) and present **Wharf Shed** (built 1878, rebuilt 2024). These buildings and structures illustrate the critical importance of boats and the river trade to Goolwa's settlement, its early industries, and its economic development.



View of Goolwa Wharf Complex (State Heritage Place No. 14973), facing south, DEW 2005

- c) Evidence of Goolwa's once-dominant **steamboat trade**, including wharf and associated wharf infrastructure including the Wharf Shed. Boats were serviced by the nearby Patent Slip and Ironworks. The steam heritage of the Goolwa River remains iconic in the public image of Goolwa township and is an important tourist drawcard for the town and the region.



Paddlesteamer 'Oscar W' at Goolwa, 2007, State Library of SA, B69282/400

- d) Surviving **railway infrastructure** illustrating the story of Australia's first public, horse drawn iron-tracked tramway, and later as evidence of the role of rail in the business of the port, including the Railway Goods Shed (State Heritage Place No. 11176) and Railway Station. In recognition of its national significance to civil engineering heritage, the railway is entered on the Register of Engineering Heritage Markers (Engineering Heritage Register) by Engineers Australia (1991).



The railway goods shed and rail station at Goolwa, DEW c.1980s

Heritage Standard

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- e) The **Government precinct** in the northeastern section of the State Heritage Area, revealing Goolwa's early history of governance and law enforcement, and the importance of rail and river transport to the economic fortunes of the emerging colony. It contains numerous **early governmental and civic buildings and structures**, erected to capitalise on this strategic location. The precinct affords an open, landscaped space, now framed by mature trees, with elevated views over the wharf and railway area and back towards the town centre.



View from Soldier's Memorial Gardens, looking east across the escarpment towards Customs House. DEW 2017

- f) **Cutting Road**, created to allow the passage of the original Goolwa-Port Elliot tramway, in 1852; the cutting is believed to be the oldest surviving railway infrastructure in Australia. A roadway was built across the cutting but with the opening of the railway bypass and extension to Victor Harbor in 1863, the cutting was no longer used.



View south-east along Cutting Road towards Customs House and the wharf complex, now planted with an avenue of mature Norfolk Island pines. DEW 2017

Native and exotic **vegetation and street tree plantings** enhance the public realm. Exotic tree plantings dating from the late nineteenth and early twentieth centuries, including Italian cypress, Norfolk Island pine, cotton palms and Canary Island palms, frame public buildings and evidence Goolwa's developing civic identity and pride.



Canary Island palm in the Wharf precinct, opposite the Australasian Hotel. DEW 2024

Heritage Standard

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- g) **Parks and gardens** make an important contribution to the town's character. The formal garden setting of **Soldier's Memorial Gardens**, with its arbour, wooden rotunda (foundation stone laid in 1917), memorial plaques, and landscaping contrast with informal landscaping and hedges in surrounding cottage gardens. Soldier's Memorial Gardens also demonstrates how the railway shaped the development of public space in Goolwa. Once the site of the old railway station, the Gardens were developed after the realignment of the railway tracks, when the station was moved to the wharf. They contain railway relics, including a shed.



Rotunda, Soldier's Memorial Gardens, DEW 2016

- h) **Public houses** including the **Goolwa Hotel** (1853), **Australasian Hotel** (1857; State Heritage Place No. 13858) and **Corio Hotel** (1857; State Heritage Place 13856), prominently sited on Cadell Street. The Corio and the Goolwa Hotels have been in continuous use as licensed premises until the present day, with the Australasian now serving as boutique accommodation. The hotels contain features and relics associated with Goolwa's maritime heritage, including the figurehead of the ship *Mozambique* (Goolwa Hotel).



Corio Hotel, showing passengers assembled with an omnibus parked on Cadell Street, c.1920, State Library of SA, B 17518

- i) On Cadell Street, **civic buildings** including the **Former Bank Building**, **Former Council Chambers**, and **Centenary Hall** provide local landmarks and demonstrate community pride, local governance, and the development of local facilities and amenities in Goolwa into the twentieth century.



Former Institute Building on Cadell Street, now Council offices. DEW c.2005

- j) **Shop fronts** along Cadell Street with parapets, verandahs across the footpath, recessed doors and large display windows create a unified retail/town centre. Some feature original lean-tos and limestone rubble yard walls at the rear. A mix of single-storey and double-storey façades presents a contrasting streetscape rhythm.



Bow-Fronted Shop, Cadell Street, c.1850s (State Heritage Place No. 10358). The front wall of the store follows the allotment boundary, giving a bow-shaped appearance. Note the steeply-pitched lean-to. DEW 2024

Heritage Standard

(Goolwa State Heritage Area)

- k) Landmark **villas** built by prosperous colonists, attesting to the economic significance of the river trade at its height (c.1880s-1910) and the efforts of successful residents to establish a prominent social position in the town. Distinguished by balconies and verandahs, adding prominence to their street frontages.



Cockenzie House, built in the late 1850s for Captain George Bain Johnston (State Heritage Place No. 11663). The photograph, c.1880, shows the distinctive large, hipped roof, and double curved verandah offering views over the river. The house is elevated above a full half cellar. State Library of South Australia, B 18863

- l) The planned area on the south side of Goolwa township, known as "**Little Scotland**". It was created from "Goolwa Extension", an 1856 subdivision of land (Part Section 2205) owned by the colonial explorer, Young Bingham Hutchinson, becoming a residential area known initially as Hutchinson's Town. Hutchinson attempted to control development by retaining certain controls over setbacks and heights; his subdivision was designed with interesting features including compact allotments, carriageways, internal courts, narrow streets and laneways, only some of which remain visible today. Streets in the area are named in connection with the Hutchinson family.



Detail of a tracing of sections in Encounter Bay and Goolwa (not dated; no scale given), showing the subdivision which became known as "Little Scotland". The proposed railway / tramway route to Port Elliot is also shown. State Library of South Australia, BRG 42/119/61

- m) In the Little Scotland precinct, compact, densely-spaced, single-storey **workers cottages** of limestone construction, with gable roofs; set on or close to the street edge, and serviced by a network of side and rear laneways. Their character attests to the activities of Scottish settlers in Goolwa, particularly Captain Bain Johnston, who acquired allotments in the area in 1857 and built cottages to house his river-boat employees.



Cottage in "Little Scotland", showing the influence of Scottish vernacular building techniques and styles (DEW c2005)

Heritage Standard

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Architectural features of heritage value include:

- Consistent palette of **local building materials** featuring dressed or rubble masonry walls built of travertine limestone, with quoins, chimneys, and window surrounds of face or rendered Port Elliot brick or, rarely, stone. Ribbon pointing of lime mortar is typical on government buildings, distinguishing them from commercial or vernacular buildings.
- Self-spanning, galvanised corrugated iron sheet, barrel vault roof, avoiding need for timber framing



Railway Superintendent's House (State Heritage Place No. 10469) commenced 1852, showing the typical materials palette of limestone masonry with face brick quoins and stone and brick window surrounds. DEW 2016

- **Gable or hip roofs**, clad with galvanised, corrugated metal sheeting, brick or stone chimneys.



Goolwa Post Office (1857, with later additions), showing the simple pitched roof form. State Library of South Australia, c.1920, PRG 1316/12/204

- **Vertically-proportioned**, timber framed **doors** and sash or casement **windows**. Multi-paned, or float glass sash and casement windows. Brick or, more rarely, stone quoins to openings. glazed fanlights over doors.



View of the entrance to the Goolwa Police Station and Courthouse (SHP 10368), begun in 1859 and completed in 1867, showing vertically-proportioned, timber-framed, sash windows with brick quoins. DEW 2019

- Timber-framed **verandahs and balconies** in pitched, bullnose or concave style, clad in corrugated, galvanised metal sheeting. Verandah additions to some buildings include cast iron ornamentation.



Thos. Goode's Store, Cadell Street, showing corrugated iron verandah, then painted with Federation-style contrasting stripes. Photo: c.1915 (Courtesy of State Library of SA)

Heritage Standard

(Goolwa State Heritage Area)

- **Low-scale development**, with buildings not exceeding two stories. In the town centre and Wharf precincts, **low-density development**.



Former Thomas Goodes' Store and Goolwa Hotel, Cadell Street.
DEW 2024

Little Scotland Precinct

- **Uniformity of built scale and form**, typified by small, simple cottages and row cottages, built in one of the three architectural styles common to the area. Cottages and outbuildings use small-span roof forms reflecting Scottish vernacular construction methods and materials, including rubble limestone masonry.



Typical masonry cottage in the "Little Scotland" precinct. The portico is a later addition. DEW 2024

- **Densely-spaced buildings with minimal setbacks** and little definition of the street edge, giving streets an informal, laneway character. Dwellings are sometimes built directly on the front boundary line of allotments, with no front fence separating properties from the street.



Row cottages set behind rubble masonry wall, in the "Little Scotland" precinct. DEW 2024

- Traditional **lean-to additions** to rear of buildings, with single or double-pitch roofs clad in corrugated, galvanised metal sheeting or painted weatherboard. Over time, additions within sites have resulted in an informal, accretional architecture.



View showing two successive lean-to additions built to the rear of a cottage in "Little Scotland". DEW 2024

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- Small scale **outbuildings** of traditional rural shed form. Single pitch, or double-pitch roofs clad in corrugated galvanised metal sheeting. Outbuildings are sometimes attached directly to the wall of existing buildings.



Traditional, weatherboard-clad outbuilding in the "Little Scotland" precinct. DEW 2024

- **Street-front fences** are either absent or of low, open style. Fencing materials used include: low timber wooden pickets or palings, post and rail, twisted wire, rubble masonry, and hedges.



Typical low, open fencing in the "Little Scotland" precinct. DEW 2024

- **Side and rear fences** are simple in style, of rubble masonry, timber palings, and corrugated metal sheeting on timber posts.



Typical low, corrugated side fencing in the "Little Scotland" precinct. DEW 2024

3. Heritage Standards for Development (Goolwa State Heritage Area)

3.1. Purpose of Heritage Standards for Development

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

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

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

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

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

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

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

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

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

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

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

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

The Goolwa State Heritage Area is a place of historic significance, demonstrating the importance of river and rail transportation and their associated industries in the economic and social development of South Australia. Following the decline of the river trade in the 1880s, Goolwa emerged as a popular holiday resort and tourist destination. Any future development is to conserve the character of the Area and uphold its heritage values through:

- Maintaining evidence of original patterns of land use and survey pattern;



Heritage Standard – for Development (Goolwa State Heritage Area)

- Maintaining the town's coastal and riverine character, including in the historic Wharf precinct, with its remnant river and railway infrastructure; the densely settled residential precinct of Little Scotland, created by the migrant community of Scottish river-boat workers; and the central commercial precinct of Cadell Street, a well-preserved nineteenth-century main street;
- Retention and conservation of the buildings and structures of heritage value;
- Adaptation of existing buildings and structures to ensure their long-term conservation and viability;
- Maintaining unity of built form, with new buildings compatible in design and form to existing buildings of heritage value across the three identified precincts within the State Heritage Area;
- Retention of the open landscape character of the Wharf precinct, and maintaining existing terminal vistas from the town centre: views from Cadell Street and Loveday Street that are terminated by Government buildings on the escarpment;
- Retention of the town's landscape character, preserving existing mature trees and formal gardens.

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

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Precincts shown in the map above relate to the Standards for Development in the Goolwa State Heritage Area outlined in this document. These precincts are referred to when discussing areas of differing land use and heritage values.

Heritage Standard – for Development (Goolwa State Heritage Area)

3.2. Land use

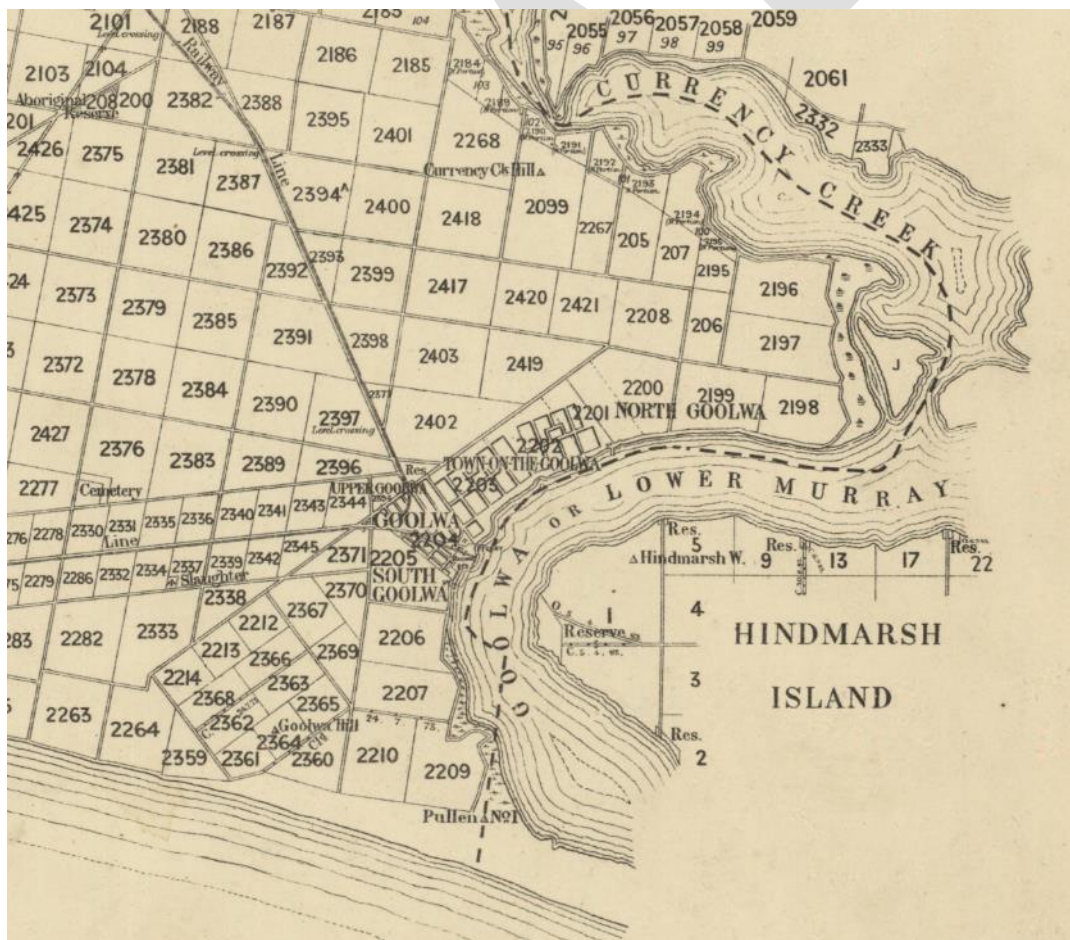
(refer: State Heritage Area Overlay – Alterations and Additions PO 2.2)

Land use patterns in the Goolwa State Heritage Area reflect the stages in which the town was surveyed. The first Special Survey had laid out a small township in 1840 to the north of the State Heritage Area. When Goolwa was selected as a port for the River Murray in 1851, a second area was surveyed and subdivided. The Government Town of Goolwa (1853) consisted of two-acre blocks that were subsequently subdivided into quarter-acre lots. The formal layout terminates with an arc at Goolwa Terrace. The Railway Reserve for the tramway cut obliquely through the township creating the space that is now the Soldiers Memorial Gardens. The town centre developed around Cadell Street, which is the main road from Adelaide, and Railway Terrace.

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

With the rapid growth of the town the private subdivision of Goolwa Extension (c.1857) took place to the south. Soon known as 'Little Scotland', this consists of small lots, narrow streets and laneways, centred around a small square.

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

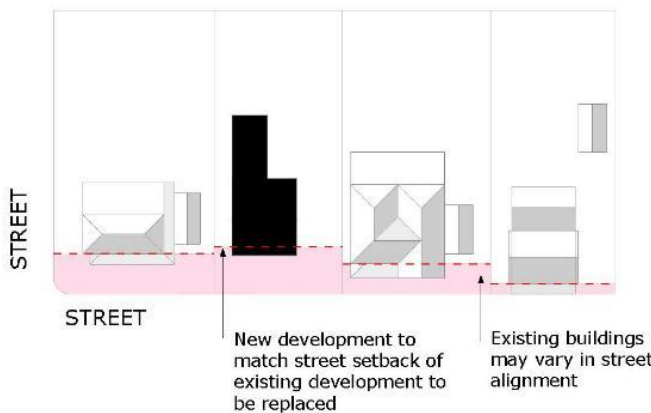


Principles	Acceptable Standard
<p>3.2.1 Land Use</p> <p>Land use intent associated with the State Heritage Area is important to understanding the development of Goolwa's river and rail industries and settlement pattern. Original land use is evidenced in early surveys and plans of Goolwa township.</p> <p>Development is to have regard to the following:</p>	
<p>a) Land use planning</p> <p>Future land uses proposed within the State Heritage Area to not obscure Goolwa's land use development pattern for the period 1850-1930.</p>	<p><i>Goolwa Cadell Street Precinct</i></p> <p>Commercial and civic buildings are primarily distributed along the main thoroughfare of Cadell Street, running through Goolwa's centre from northwest, southeast towards the river. Future commercial/ civic uses are appropriate.</p> <p><i>Goolwa Little Scotland Precinct</i></p> <p>Dwellings are acceptable along residential streets in the Little Scotland precinct, reflecting the dense allotment pattern derived from early Scottish settlers.</p> <p>Adaptive reuse of significant buildings is possible if the external appearance from the street is retained.</p> <p><i>Goolwa Wharf Precinct</i></p> <p>Government buildings and structures are sited on the escarpment, adjacent to and overlooking the wharf area. Land uses in this precinct are of a public nature.</p> <p>Cutting Road provided a historic, strategic rail connection through to the wharf area, connecting to the axis of the former rail corridor in what is now Arthur Neighbour Reserve and Murray Smith Park. Retention of the cutting is required.</p>

3.3 New buildings

(refer: State Heritage Area Overlay - Built Form PO1.1 to 1.5 – **note: this section does not refer to Ancillary/Outbuildings**)

New buildings within the State Heritage Area will not adversely impact on identified heritage values of the Goolwa State Heritage Area.

Principles	Acceptable Standard
<h3>3.3.1 Siting of new buildings</h3> <p>Commercial and public buildings associated with the town's economic and civic development line the main thoroughfare of Cadell Street, contributing to the built form character of a nineteenth-century coastal township.</p> <p>Goolwa's 'Little Scotland' precinct contains densely-spaced early detached and row cottages and villas built for river workers, consistent in era and pattern of development.</p> <p>On the escarpment and down on the wharf, Government and civic buildings are widely spaced within an open landscape setting.</p> <p>Development is to have regard to the following:</p>	
<p>a) Street and side boundary setbacks</p> <p>Building setbacks vary in alignment, often in groups, along streets. Many buildings are set in from property boundaries. Some prominent buildings along Cadell Street (including the hotels) and row cottages in the Little Scotland precinct are set directly on the site boundary. Overall, the siting of buildings reflects a densely spaced, but small-scale and low-rise development pattern.</p> <p>New building setbacks are to maintain and reflect established adjacent setbacks.</p>	<p><i>Goolwa Cadell Street and Goolwa Little Scotland Precincts:</i></p> <p>New development replacing an existing building not of heritage value is sited so front and side setbacks match the existing setbacks on the allotment.</p> <p>If not replacing an existing development, new building setbacks are to reflect those of adjacent buildings, maintaining established setback patterns in the streetscape.</p>  <p><i>Goolwa Wharf Precinct</i></p> <p>In the Wharf precinct, new development to be sited to preserve the open landscape character of the precinct, maintaining existing views between buildings across the escarpment and terminal vistas from Cadell Street and Loveday Street.</p>



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Principles	Acceptable Standard
<h3>3.3.2 Form and design of new buildings</h3> <p>The form, scale, and architectural features of existing buildings within Goolwa State Heritage Area associated with the period 1850 -1930 are of heritage value and show the development of a nineteenth-century Port settlement responding to economic and social changes over time.</p> <p>New buildings are to have regard to the following:</p>	
<p>a. Scale</p> <p>A mix of single and double-storey construction established a rhythm of built form, particularly along the west side of Cadell Street. The form of single-storey shops attached to two-storey dwellings demonstrates a unique arrangement for a South Australian coastal township.</p> <p>Larger scale community buildings such as churches reflect their landmark importance in Goolwa.</p>	<p><i>Goolwa Cadell Street Precinct</i></p> <p>The scale and bulk of new buildings will not visually dominate existing structures of heritage value. Width of new buildings along Cadell Street to maintain the established width pattern of development in the street.</p> <p><i>Goolwa Little Scotland Precinct</i></p> <p>Dwellings will adopt simple, small-scale, rectangular floorplans, to maintain a scale compatible with the footprint of existing buildings in the precinct. For larger building footprints, adopting a series of grouped elements will reduce built form scale.</p> <p>Wall, eaves and ridge heights are to match those in the vicinity.</p> <p><i>Goolwa Wharf Precinct</i></p> <p>New development is scaled to maintain the open landscape character of the precinct and existing views of the escarpment ridge. New development is no higher than the ridge of the Australasian Hotel, with development footprints of similar area. To reflect the existing built form scale of established heritage buildings, new buildings are designed as a group of smaller, interconnected buildings, each of similar footprint scale to that of established development.</p>
<p>b. Roof form and pitch</p> <p>Buildings of heritage value in Goolwa feature hipped roofs, pitched between 30 and 40 degrees, often without eaves. Some small cottages have skillion roofs, demonstrating the simplicity of early building techniques.</p> <p>The barrel vault corrugated iron roof of the Railway Superintendent's House is a notable roof form that is referenced in the modern roof forms of the Signal Point building and Alexandrina Council and Library Centre.</p> <p>Outbuildings have skillion roofs.</p>	<p><i>Goolwa Cadell Street Precinct</i></p> <p>Roofs to reflect scale, form, and pitch (30-40 degree) of those in the immediate vicinity. Development footprints larger than typical in the precinct are reduced in scale through a combination of roof forms.</p> <p><i>Goolwa Little Scotland Precinct</i></p> <p>Roofs reflect scale, form, pitch (minimum 30 degrees) and eaves heights of those typical in the immediate vicinity. Roofs are hipped, gable-ended or skillion.</p> <p><i>Goolwa Wharf Precinct</i></p> <p>Roofs to be hipped or gable-ended with a roof pitch to complement established development within precinct. Development footprints larger than typical in the precinct are reduced in scale through a combination of roof forms</p>



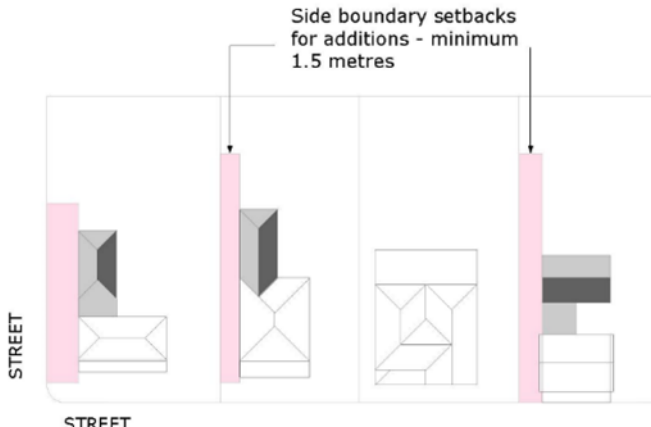
Heritage Standard – for Development (Goolwa State Heritage Area)

Principles	Acceptable Standard
c. Façade proportions and openings Buildings in Goolwa from 1850-1930 feature horizontally proportioned facades with vertically proportioned doors and window openings.	Facades of new buildings to repeat the proportions of existing street facing facades in the vicinity, including window and door openings.
d. Verandahs Many early buildings incorporated front facades without verandahs. Early to mid-nineteenth century verandahs added later are typically concave, finished with ogee gutters, scotias, beaded or chamfered beams and stop chamfered hardwood posts. Bullnose verandahs became popular in the late nineteenth and early twentieth century. Late nineteenth century verandahs on dwellings and commercial buildings may include some decoration.	Verandahs to be simple, have pitched roofs with straight, concave or bullnose forms supported on plain timber posts, clad in corrugated steel sheet. Spacing of verandah posts to complement façade proportions. New, elaborately decorated verandahs are not supported in the Goolwa State Heritage Area.
3.3.3 Materials, finishes and colours	New development is to have regard to Accepted Materials, Finishes and Colours as scheduled in: (Alterations and Additions) 3.4.3 Materials, finishes and colours , incorporating those common to the era of heritage value of the State Heritage Area.

3.4 Alterations and additions

(refer: State Heritage Area Overlay - PO 2.1)

Additions and alterations to existing buildings within Goolwa State Heritage Area are not to visually dominate existing buildings or surrounding streetscapes of heritage value. Any addition or alteration is to complement the established building, while maintaining a clearly legible pattern of nineteenth and early twentieth century development.

Principles	Acceptable Standard
<p>3.4.1 Site and location of additions</p> <p>Development reflects the existing spatial pattern of streetscapes and the visual prominence of established development relating to the period 1850-1930.</p> <p>Development is to have regard to the following:</p> <p>a. Street and side boundary setbacks</p> <p>Additions and alterations repeat site setbacks common to existing surrounding development of heritage value.</p>	<p><i>Goolwa Cadell Street Precinct</i></p> <p>Development is to repeat the site setbacks common to existing surrounding development. Additions are to be located so they do not dominate or visually detract from existing buildings, not exceeding existing building width.</p> <p><i>Goolwa Little Scotland Precinct</i></p> <p>Additions are located to the rear of existing dwellings, not exceeding existing building width, to maintain historic built form scale and pattern of development seen from streetscapes.</p> <p>Additions are to be located a minimum 1.5 metres from side boundaries. Additions may follow the alignment of existing dwelling if it is located less than the minimum distance from a side boundary.</p>  <p><i>Goolwa Wharf Precinct</i></p> <p>Development is to repeat or maintain the existing open spatial character common to the precinct. Additions to existing buildings are sited so they do not dominate or visually detract from existing buildings.</p>
<p>3.4.2 Design of additions</p> <p>The form, scale and architectural features of existing buildings relating to the period 1850-1930 in Goolwa are of heritage value and are linked to Goolwa's role as</p>	

Heritage Standard – for Development (Goolwa State Heritage Area)

a river port, the development of the town from the mid-1850s, and local construction techniques.

Development **is to have regard to** the following:

a) Scale

Goolwa retains a consistent single storey scale of established residential development.

Civic and commercial development is a mix of single and two storey in scale.

Community buildings such as courts and churches, are larger in scale, reflecting their landmark importance.

Goolwa Cadell Street Precinct

Where seen from the street and/or surrounding public realm, the scale of additions are to be designed so that the original scale of the building is still obvious.

Two storey additions are acceptable as an attic or mezzanine room, to limit height of additions to that of the original ridge line of the roof.

Goolwa Little Scotland Precinct

Where seen from the street and/or surrounding public realm, additions are to be designed so that the existing modest scale of the dwelling is visually dominant.

Additions to existing development to match eaves height of existing building. A break in roof line between original building and addition is supported.

Goolwa Wharf Precinct



Scale of additions is to not visually dominate the established development.

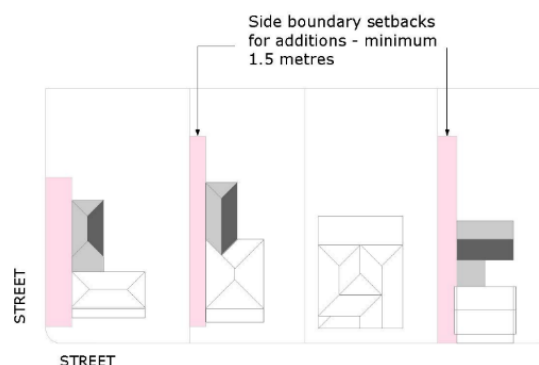
To maintain understanding of the existing built form scale of original buildings, large additions are to be designed as a group of smaller, interconnected buildings, each of similar footprint scale to that of the original building, referencing the historic, incremental expansion of original, modestly scaled building.

b) Roof form and pitch

Roof form and pitch of existing heritage buildings illustrate Goolwa's connection to immigrant colonial era vernacular traditions, including short span, steep gable and simple hipped roofs (30-45 degrees).

Brick or masonry chimneys are an important feature of roofs in Goolwa.

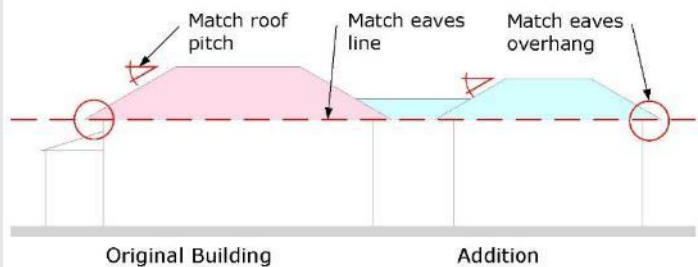
Goolwa Cadell Street Precinct



Where seen from the street and/or surrounding public realm, roof form and pitch of additions are to complement the existing building.

Goolwa Little Scotland Precinct

Where visible from the street and surrounding public areas roof form, ridge height and roof pitch of additions to complement the existing building of heritage value. Eaves and gable projections to match existing.



Elevation – existing dwelling and addition (one option)

Lean-to additions to be set out below the gutter line of existing roofs. Chimneys to existing roofs are to be retained and are not to be removed when roof cladding is updated.

Goolwa Cadell Street and Goolwa Wharf Precinct

Additions to existing development to have a complementary roof form and not visually dominate the landscape.

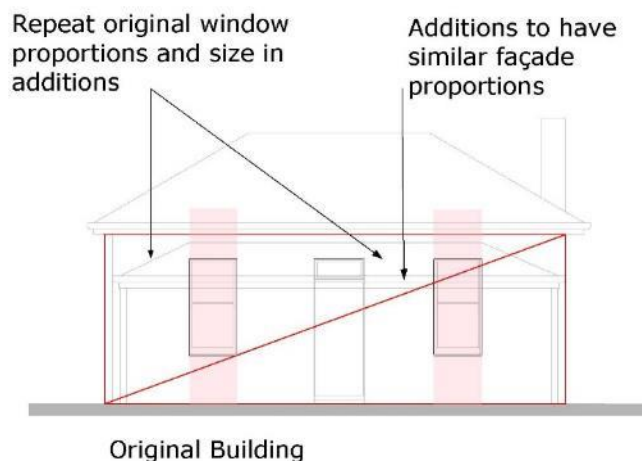
c) Façade proportions

Horizontal proportions of façades of established buildings, divided by vertically proportioned door and window openings, are common throughout the State Heritage Area.

Goolwa Little Scotland Precinct

Where visible from the public realm, additions to dwellings are to complement the proportions of façades of existing buildings of heritage value.

Plate glass walls and doors are not acceptable where visible from the public realm.



Existing dwelling – window and façade proportions



Heritage Standard – for Development (Goolwa State Heritage Area)

	<p><i>Goolwa Cadell Street Precinct and Wharf Precinct</i></p> <p>Where visible from the public realm, additions to buildings are to complement the proportions of façades of existing buildings of heritage value.</p> <p>Window and door openings to additions visible from the public realm to be similar in proportion and extent to existing development.</p>
<p>d) Alterations to original building features</p> <p>Architectural features associated with the development of Goolwa which relate to the period 1850 -1930 contribute to the heritage values of the State Heritage Area.</p>	<p>Refer [3.10 Conservation Works] for further details.</p> <p><i>Goolwa Little Scotland Precinct & Cadell Street Precinct & Wharf Precinct</i></p> <p>Face brick and stone external walls are to be retained and not painted or render finished.</p> <p>Façade features, including windows and doors, are to be retained in their original configuration and material where visible from the public realm.</p> <p>Original detailing of front and side verandahs is to be retained. Front verandahs are to remain unenclosed.</p> <p>Where original façade features have been removed/altered and evidence of these features is not clear, reinstatement is acceptable using architectural detailing copied from nearby dwellings/buildings of similar style/era.</p>
<p>3.4.3 Materials, finishes and colours</p> <p>The architectural features of existing 1850-1930 era buildings within Goolwa are of heritage value, demonstrating early immigrant colonial era construction practices, techniques and way of life. Buildings are consistent in design and material, using locally quarried limestone, with dressed stone or (more commonly) Port Elliot brick quoins, chimneys and window/door surrounds.</p>	



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The design of alterations and additions is to have regard to the following:	Acceptable	Not supported (where visible from the street/public realm)
<p>a) Roofing and rainwater goods (new)</p> <p>Roof cladding, flashings, gutter and downpipe profiles are to match original, traditional profile. Where evidence of an original gutter profile exists this should be reinstated.</p>	<ul style="list-style-type: none"> • deep profile, corrugated, galvanised or 'Colorbond' metal sheet (light or mid grey tones) • galvanised or 'Colorbond' (red or mid-grey) 'ogee' or half round profile gutters • metal round galvanised or 'Colorbond' (mid-grey) downpipes • scribed roof capping 	<ul style="list-style-type: none"> • metal sheeting profiles, other than traditional corrugated. • white, dark greys, or black finish • 'Zincalume' finish • PVC or square profile metal gutters & downpipes • roof tiles or other heavy weight materials where not matching existing building material • quad, square or 'D' profile gutters • decorative roof elements where not on existing building.
<p>b) Exterior walls (new)</p> <p>Dwellings and outbuildings are typically constructed of local dressed or rubble limestone with Port Elliot brick or masonry quoins and surrounds. Additions and outbuildings are clad in corrugated iron, timber weatherboard or masonry. Larger dwellings, civic and commercial buildings may have stone or rendered quoins.</p> <p>Note: Existing face stone and brick to original dwellings to not be rendered or painted.</p>	<ul style="list-style-type: none"> • face stone and/or brick to or rendered masonry • natural colour render (off-white or stone) • deep profile, corrugated, galvanised metal sheet 'Colorbond' metal sheet light or mid grey tones (if appropriate to the project) • painted weatherboard cladding – horizontal (150mm x 19mm) 	<ul style="list-style-type: none"> • square profile steel sheeting • 'Zincalume' finish • white, dark grey or black metal sheeting • concrete blocks • fibre cement sheeting • stone veneer facing • painting of previously unpainted masonry • unpainted/exposed timber • vertical weatherboard or other lightweight cladding
<p>c) Proposed external doors and windows in view of the public realm</p>	<ul style="list-style-type: none"> • timber framed doors – simple timber face without glazing • timber or aluminium/steel framed flywire screen doors to complement main door • timber framed windows, vertically proportioned (double-hung sash or casement) • timber shutters 	<ul style="list-style-type: none"> • sliding doors/ windows • decorative aluminium screen/security doors/window grilles • aluminium-framed doors and windows • horizontally proportioned and/or large windows • roller window security shutters



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The design of alterations and additions is to have regard to the following:	Acceptable	Not supported (where visible from the street/public realm)
d) Exterior painting Note: Painting of unpainted external surfaces to existing buildings is not supported.	<ul style="list-style-type: none"> exterior painting using compatible paint colour schemes is encouraged 	
e) Verandahs (new) Where altered, verandahs should be reinstated to original or appropriate form and detailing. Introduction of decorative elements (e.g. cast iron lacework and turned posts) is inappropriate where it was not part of the original construction.	<ul style="list-style-type: none"> simple, dressed, timber posts simple timber or iron brackets where evidence of existing original, or appropriate to new building style flagstone, timber board, or plain concrete floors 	<ul style="list-style-type: none"> decorative timber posts steel or concrete posts tiled verandah floors to pre 1870s dwellings Decorative elements such as finials or lacework unless supported by historical evidence.
f) Fencing	<ul style="list-style-type: none"> refer 3.5.2 Fences and Gates 	
g) Ancillary Development	<ul style="list-style-type: none"> Refer 3.5 Ancillary development 	

3.5 Ancillary development

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

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

Principles	Acceptable Standard
3.5.1 Outbuildings including carports, garages and sheds; studios, offices and ancillary accommodation. Outbuildings contribute to the built form heritage values of Goolwa. Existing outbuildings in Goolwa are typically small, freestanding or attached, and rectilinear in plan, with short-span, low-pitch skillion or high-pitch gable or hip roofs. Materials used include stone, or galvanised corrugated steel wall and roof cladding. Development is to have regard to the following:	
a) Outbuildings (garages, carports, sheds, studios, offices, ancillary accommodation and outbuildings supporting business) Outbuildings contribute to the established historic pattern of development in Goolwa.	Where visible from the public realm, the permanent installation of shipping containers as dwellings, additions or ancillary structures is not supported within the State Heritage Area. Support may be granted for temporary use of shipping containers during construction of new development.



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New outbuildings are to have regard to *Accepted Materials, Finishes and Colours* as scheduled in 3.4.3.

Goolwa Little Scotland Precinct & Goolwa Cadell Street Precinct

Attached outbuildings:

New attached outbuildings are to:

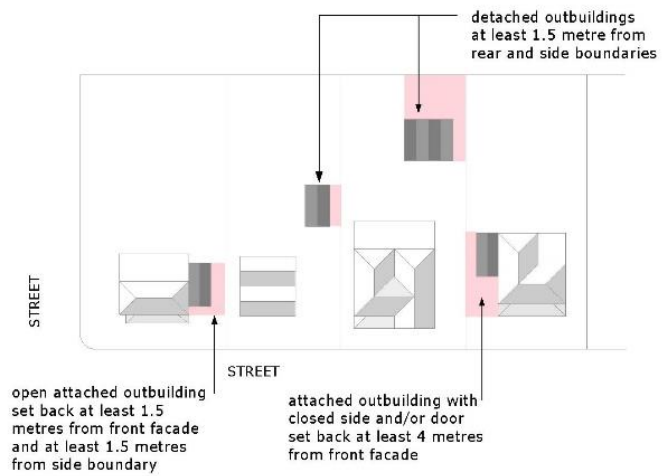
- be open structures with no walls or doors, sited a minimum of 1 metre behind principal front wall of dwelling (e.g. carport)
- be structures with street facing doors and/or side walls, (only supported if existing building postdates 1930), located a minimum of 4 metres behind principal front wall of dwelling (e.g. garage)
- be a minimum of 1 metre from any side boundary
- be a minimum of 1 metre from rear boundary
- have no part of structure (eaves or fascia) closer than 450mm to any boundary
- have eaves height to match front verandah, or if no verandah, eaves no higher than 2.4 metres
- have a roof pitch to match front verandah, using similar details, and if no verandah, have roof pitch to complement main roof
- have posts that are 120x120 mm minimum in dimension
- have simple roof form separate from main roof

Detached outbuildings:

New detached outbuildings are single storey, rectilinear in floor plan and:

- located behind the line of rear wall of primary building
- are a minimum of 1 metre from a side boundary
- are a minimum of 1 metre from rear boundary
- not visually dominate the site or streetscape, or existing building of heritage value
- be no greater than 60 square metres in area where visible from the public realm
- have roof form and pitch to complement existing primary building of heritage value

Where visible from the public realm, single width garage doors are supported. Double car width doors are only supported where not visible from the street.



Goolwa Wharf Precinct

Outbuildings are single storey, rectilinear in floor plan and:

- located behind the line of rear wall of primary building
- not visually dominate the site or streetscape, or existing building of heritage value
- be no greater than 60 square metres in area where visible from the public realm
- have roof form and pitch to complement existing primary building of heritage value

a) Pergolas and garden structures

All Precincts

Pergolas to be located to the rear or side of existing buildings, to avoid adversely impacting on views from the public realm.



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3.5.2 Fences and gates

Fencing is an important feature of the heritage character of the settlement and nineteenth century growth of Goolwa. Original fencing varies in height across the Little Scotland and Cadell Street precincts, and is absent in the Wharf precinct where buildings are set in open landscape. Where present, fencing is often low and open in style, constructed of timber pickets, post/wire, post/rail, stone, or corrugated iron sheet set on timber posts.

High stone walling survives in some areas, including in the Little Scotland precinct and in the original yard enclosures of the hotels.

New fencing to match palette of materials typical to locality. Fencing styles to reflect the informality of traditional post and wire, post and rail or timber picket fencing, reinforcing Goolwa's coastal/country township setting.

Existing stone walls to be retained and, where appropriate, restored and extended.

Corrugated, galvanised steel sheet fencing to secondary boundaries on corner allotments is acceptable.

Replacement of inappropriate fencing materials is supported.

Goolwa Little Scotland Precinct and Cadell Street Precinct

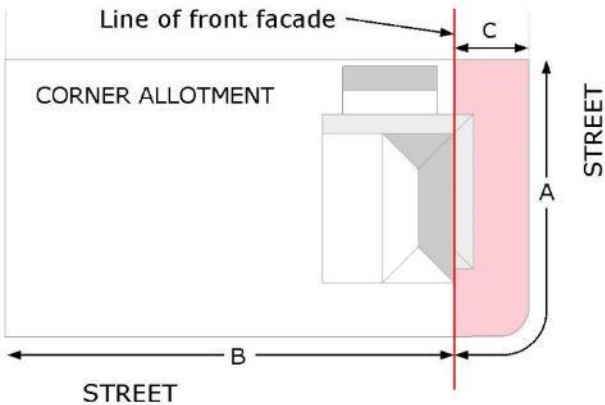
- simple timber pickets
- stone fences,
- corrugated side fencing
- post and rail

Goolwa Wharf Precinct

- post and rail
- post and wire

a) Fences and gates (replacement and new)	Location	Accepted
	<i>Goolwa Little Scotland Precinct</i>	
	Where a new fence required:	<p>Open fence:</p> <ul style="list-style-type: none"> • No fencing • Low stone walls • Post and wire • Post and rail • Simple timber picket <p>Solid fence (side or rear):</p> <ul style="list-style-type: none"> • Vertical timber paling • Hedge • Corrugated profile metal sheeting • Post and rail
	Boundary A shown below	<ul style="list-style-type: none"> • Open fence no higher than 1.2m • Solid fence no higher than 1m • On corner allotments taper to side fence height, level with front façade of building
	Boundary B shown below	<ul style="list-style-type: none"> • no higher than 1.8m

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	<p>Boundary C as shown below, and other adjoining property boundaries</p> <ul style="list-style-type: none"> • No higher than 1.2m • where there is a height change to side fence section taper from front boundary to level with front façade of building.  <p>The diagram illustrates a corner allotment at the intersection of two streets. A building is shown within the allotment. A red line, labeled 'Line of front facade', runs along the front boundary of the building. A vertical line, labeled 'C', represents the boundary between the corner allotment and an adjoining property. A horizontal line, labeled 'B', represents the front boundary of the corner allotment. A vertical line, labeled 'A', represents the side boundary of the corner allotment. The area between the building and the boundary C is shaded in pink.</p>
	<p><i>Goolwa Cadell Street Precinct</i></p> <ul style="list-style-type: none"> • Simple timber pickets, post and wire or post and rail • Timber palings vertical • Hedges • Stone walls • Timber or metal gates to complement fencing
	<p><i>Goolwa Wharf Precinct</i></p> <ul style="list-style-type: none"> • Unfenced, or • open in style and consistent across site
<h3>3.5.3 Signage</h3> <p>Signage to be designed and sited to avoid visual dominance within views of the State Heritage Area.</p>	
<p>a) Advertising signage</p>	<p><i>All Precincts</i></p> <p>Signage is of a scale that complements the heritage values of Goolwa, does not conceal or obstruct historic detailing and does not project beyond building silhouettes.</p> <p>Permanent LED screen, flashing or backlit illuminated signs are not supported.</p> <p>Commercial (office / retail) buildings: corporate signage is limited to two building mounted signs per business location with regard to the following:</p> <ul style="list-style-type: none"> • signage to be located within the building's street façade, and one other facade only • traditional locations such as parapet walls, fascia boards, gable ends, infill end panels hung below verandah fascias, painted on shop windows or fence mounted are supported.

- total fixed signage area will not exceed 10 percent of the affected sign area
- flat wall signage must not exceed 1500mm wide and 500mm high
- verandah signage must not exceed 1800mm wide and 300mm high
- signage materials, finishes and colours to be compatible with the building.
- specific corporate colour schemes that visually dominate will not be supported.

Community Buildings: Signs to be small and free-standing.



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3.5.4 Skylights

Roof forms are significant to the heritage values of the State Heritage Area

Dormer windows are not supported in the Goolwa State Heritage Area where visible from the public realm.

New or replacement skylights are to be low profile and located out of view of the public realm. Skylights on street facades are not acceptable.

3.5.5 Solar Panels

Solar panels provide environmental benefits. Panel arrays are to be located out of streetscape view, irrespective of building orientation.

Solar panels within the State Heritage Area are to be:

- located on roof planes not visible from the public realm and sited below the ridge
- located on sheds, carports, garages or pergolas, that are not visible from the streetscape
- installed so componentry including cabling, conduits, batteries and inverters is not visible from the public realm
- mounted flush with roof plane
- black framed
- arranged in a symmetrical group (not staggered) with a margin of visible roof edge around the group.

If no other mounting location is possible, side roof-mounted solar panels must be:

- located at least 4 metres behind the front of the roof (but not on a corner site)
- located as far as practical on the lower part of the roof.

3.5.6 Rainwater Tanks

Corrugated metal tanks are to be used within view of the street within the State Heritage Area.

Modern poly plastic style tanks are to be screened with vegetation, when in view of the streetscape.

3.5.7 Plant and ancillary equipment

Hot water units, water pumps and effluent systems are to be located to the rear of properties, underground or otherwise concealed by vegetation or within small sheds.

Air conditioners are not located on street façades and external air handling (condenser) units are screened from view of the public realm. Roof-mounted evaporative units are to be located on rear roof planes and coloured to match roof sheeting.

Antennae and satellite equipment to be located out of view of the public realm.

Infrastructure for new technology (such as electric car charging) is supported in principle. The size, appearance and location will be negotiated on a case-by-case basis to minimise any negative impacts on the State Heritage Area.

3.6 Land division

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

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

Principles	Acceptable Standard
<p>3.6.1 Land division characteristics</p> <p>Goolwa's settlement pattern spanning 1850-1930 remains largely intact. The historic survey layouts of 1851 and 1857 are still readable.</p> <p>Development is to have regard to the following:</p>	
<p>a) Land division</p> <p>The established pattern of allotment size and orientation is to be maintained, as this is the basis for the spatial built form character of the Area.</p>	<p>Any division of land or adjustment of boundaries should only reinstate or maintain the original historic land division layouts of the 1850-1930 era Goolwa State Heritage Area.</p> <p>Subdivision and amalgamation of land is not supported unless it enhances the conservation of historic sites and structures.</p> <p>Existing public reserves, roads, laneways are to be preserved.</p> <p>Boundary adjustments to remedy boundary anomalies are acceptable where they are of a minor nature.</p>

3.7 Landscape context and streetscape amenity

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

The landscape character of Goolwa is a key part of its heritage value, defined by its protected siting at the River Murray mouth and its vegetation, as well as its remnant river industry and railway infrastructure and settlement pattern. Prior to European settlement, the landscape was most likely an open, grassy landscape with remnant Sheoak and Eucalypt woodland, with shrub understorey, and rushes and sedges bordering swampy areas near the river's edge.⁵⁸ Remnant stands of native vegetation evidence this historic landscape character. Formal and informal gardens, parks, and tree plantings enhance the State Heritage Area, including exotic and native trees of local historic importance.



View of the Railway Superintendent's House, with cottage garden plantings contrasting with remnant native vegetation including eucalypts and ti-tree (DEW 2005).



View south-east along Cadell Street, showing avenue of subtropical figs (DEW 2024).



View of Customs House towards Cutting Road, with its replanted landscaping and avenue of Norfolk Island pines (DEW).



View from Soldiers Memorial Gardens towards the Wharf precinct. Mature trees have visual prominence within Goolwa's low-lying coastal setting (DEW).

⁵⁸ Sketchbooks of Edward Charles Frome, 1835-1853. Collection of the Art Gallery of South Australia. Digitised version held at the National Library of Australia (series M987). URL: <http://nla.gov.au/nla.obj-740088724> (Accessed: 14-05-24); Kula-Tind-Jeri and Hills and Fleurieu Landscape Board, South Australia (n.d.), "Swamps before and after European settlement", *Aboriginal Knowledge and Values in Fleurieu Swamps Project*, URL: https://cdn.environment.sa.gov.au/landscape/docs/hf/010521_fleurieuswampvalues_post_3_swamps_before_after_european_settlement.pdf (Accessed date: 14-05-24); South Australian Murray-Darling Basin Natural Resources Management Board (n.d.), *A Guide to Healthy Swamps*, URL: https://www.gwlap.org.au/wp-content/uploads/2016/04/2_A-Guide-to-Healthy-Swamps.pdf (Accessed: 14-05-24).



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Principles	Acceptable Standard
<h3>3.6.1 Landscape character</h3> <p>Set on the last bend in the Murray River before the river meets the sea mouth, much of Goolwa's built heritage remains contained within its original boundaries.</p> <p>The public realm is distinguished by established native and exotic trees, including date palms, cypress, Norfolk Island pines, eucalypts, and subtropical figs. It includes a mix of open landscape, parks, the formal gardens of Soldiers Memorial Gardens, and the re-established native vegetation of Jekejere Park. The water's edge contains diverse reeds, rushes and sedges. Contrasting with this established and remnant vegetation is the streetscape of a typical coastal township in a semi-rural setting.</p> <p>Increasing planting and maintaining minimal infrastructure on public land reinforces the historic coastal settlement character of Goolwa. Informal cottage gardens are typical of the State Heritage Area.</p> <p>Development is to have regard to the following:</p>	
a) Views and Vistas	<p><i>All Precincts</i></p> <p>Significant views and terminating vistas within the Goolwa Wharf Precinct and along Cadell, Porter and Goyder Streets across to the Wharf Precinct are retained in any future development.</p>
<ul style="list-style-type: none">• Footpaths (including unsealed footpaths) and driveways• Kerbing• Street tree planting and verges• Public parks, gardens, and reserves• Open landscape	<p>Actions involving the replacement or upgrade of public realm kerbing, footpaths, street trees, street furniture, lighting, and works on roads, including closed roads and reserves by a local council are typically not defined as development in the PDI Act 2016.</p> <p>These actions are not exempt from the definition of development in a State Heritage Area where works materially affect the heritage values and are not listed in Schedule 5 of the PDI Regulations. As such works vary in scope, early discussion between Heritage South Australia and Alexandrina Council are required. Where they are likely to have a significant or large-scale impact on heritage values, development approval is required.</p> <p>Other non-statutory documentation such as <i>Goolwa State Heritage Area: Guidelines</i> (Heritage SA, 2018) may provide guidance as part of Heritage South Australia advice in these instances.</p>

3.8 Demolition

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

Demolition of buildings, structures, public realm elements and other features of identified heritage value associated with the period 1850-1930 is not acceptable.

Principles	Acceptable Standard
<p>3.8.1 Demolition</p> <p>The form, scale and architectural features of existing buildings, structures and landscape features of the 1850-1930 era are of heritage value. Surviving fabric provides tangible evidence of Goolwa's development as a port town and a transport and communications hub.</p> <p>Development is to have regard to the following:</p>	
<p>a) Demolition of buildings</p>	<p>Demolition of buildings or structures erected before 1930 is not supported, unless:</p> <ul style="list-style-type: none"> The portion of any building or other feature is determined to not contribute to the heritage value of the State Heritage Area, or The structural condition of the building represents an unacceptable risk to public or private safety and results from actions and unforeseen events beyond the control of the owner and is irredeemably beyond repair. <p>Replacement buildings must have due regard to the Principles and Acceptable Standards of 3.3 – New Buildings.</p>
<p>b) Demolition of structures, outbuildings and building additions</p>	<p>Demolition of structures, building lean-tos, building additions, garages and sheds and other ancillary buildings within the State Heritage Area erected after 1930 is not supported, unless removal does not adversely impact on the heritage values of the State Heritage Area.</p> <p>Any replacement buildings/structures must have due regard to the Principles and Acceptable Standards of 3.4 Alterations and additions and 3.5 Ancillary development.</p>
<p>c) Demolition of public realm infrastructure</p>	<p>Demolition and replacement of public realm infrastructure is acceptable where heritage values are not compromised.</p>
<p>d) Demolition of maritime remains</p>	<p>Demolition of ruins / remains of the early riverboat industry and its associate infrastructure including wharves, docks, sheds, and slipways is not acceptable.</p>
<p>e) Demolition of tramway and railway infrastructure, including cutting</p>	<p>Demolition of infrastructure/ remains of the historic horse-drawn tramway and steam railway is not acceptable.</p>

3.9 Conservation works

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

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

Principles	Acceptable Standard
<p>3.9.1 Conservation approach</p> <p>Significant building fabric of existing buildings and structures of heritage value within the Goolwa State Heritage Area is to be conserved and maintained.</p> <p>Correct repair methods ensure the ongoing preservation of built fabric. The aim is to repair only as much as needed, avoiding conjectural reinstatement. Conservation works are to respect the historic layering of individual buildings and structures.</p>	
<ul style="list-style-type: none"> • Roof, guttering and verandah repairs • Chimney repairs – stabilisation, repointing • Structural stabilisation • External wall repairs and repointing / rendering • External timber repair • Rising / falling damp repair • Removal of paint finishes from external masonry surfaces and original timber/metal surfaces • Repairs to historic fences 	<p>Seek the advice of a Heritage South Australia heritage officer before undertaking conservation repairs to dilapidated building fabric.</p> <p>Works that are considered to materially affect the heritage values of the State Heritage Area require development approval.</p> <p>The Relevant Authority (Alexandrina Council) in conjunction with Heritage South Australia, can provide advice confirming if works are likely to materially affect the heritage values of the State Heritage Area.</p>