Twentieth Century Heritage Survey, Stage Two 1928-1945

Volume Two

Report to Department for Environment and Heritage

Peter Bell, Carol Cosgrove, Susan Marsden & Justin McCarthy
Historical Research Pty Ltd
Adelaide

2008

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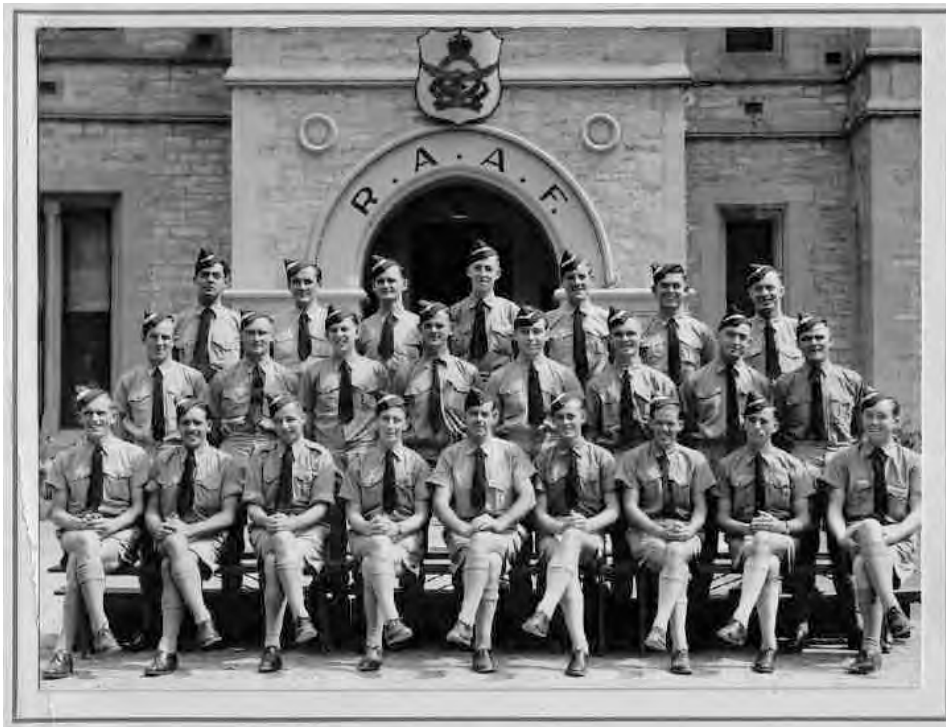## Report to Department for Environment and Heritage

RAAF Initial Training School at Mount Breckan, 1943 (Shirley McLean)

Peter Bell, Carol Cosgrove, Susan Marsden & Justin McCarthy
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Twentieth Century Heritage Survey, Stage Two: Contents

Volume One

Twentieth Century Heritage Survey, Stage Two: Abbreviations

AAC	Australian Aviation College
ACO	Advanced Chain Overseas (radar)
ADB	Australian Dictionary of Biography
AESCo	Adelaide Electricity Supply Company
AMP	Australian Mutual Provident (Insurance)
ANA	Australian National Airlines
ANR	Australian National Railways
AWAS	Australian Women's Army Service
AWLA	Australian Women's Land Army
AWU	Australian Workers' Union
BAGS	Bombing and Gunnery School
BHP	Broken Hill Proprietary
CAB	Civil Aviation Branch
CFS	Country Fire Service
cgi	corrugated galvanised iron
CH	Chain Home (radar)
CL	Crown Lease
CML	Colonial Mutual Life (Insurance)
COL	Chain Overseas Low Flying (radar)
CR	Crown Reserve
CRA	Commonwealth Railways of Australia
CSIR	Council for Scientific and Industrial Research
CSIRO	Commonwealth Scientific Industrial and Research Organisation
CT	Certificate of Title
CWA	Country Womens Association
DC	District Council
DCA	Department of Civil Aviation
DSTO	Defence Science Technology Organisation
DTEI	Department of Transport, Energy and Infrastructure
DP	Deposited Plan
EATS	Empire Air Training Scheme
EFTS	Elementary Flying Training School

ETSA	Electricity Trust of South Australia
E&WS	Engineering and Water Supply Department
FP	Filed Plan
GM-H	General Motors-Holden
ha	hectare
HMAS	Her (or His) Majesty's Australian Ship
IAFD	Inland Aircraft Fuel Depot
ICI	Imperial Chemical Industries
kl	kilolitre
km	kilometre
LCL	Liberal Country League
Lot	Allotment
LTO	Lands Titles Office
LWAW	Light Weight Air Warning (radar)
NAA	National Archives of Australia
PIRSA	Primary Industries and Resources South Australia
POW	Prisoner of War
RAAF	Royal Australian Air Force
RAF	Royal Air Force
RAIA	Royal Australian Institute of Architects
RDF	Radio Direction Finding
RMC	River Murray Commission
SAHR	South Australian Heritage Register
SAHT	South Australian Housing Trust
SAPP	South Australian Parliamentary Papers
SAR	South Australian Railways
SBSA	Savings Bank of South Australia
Sec	Section
SLSA	State Library of South Australia
T & G	Temperance and General (Insurance)
UAM	United Aborigines' Mission
UAP	United Australia Party
VDC	Volunteer Defence Corps
WAAAF	Women's Australian Auxiliary Air Force

Places Recommended for Entry in the South Australian Heritage Register

<u>Urban</u>

<u>Adelaide (including parklands)</u>
Former Westpac Bank, 2-8 King William Street, Adelaide
Woodards House, 47-49 Waymouth Street, Adelaide

<u>North Adelaide</u>
Woodlands' Apartments, 125 Jeffcott Street, North Adelaide

<u>Adelaide Metropolitan</u>
Scammell Residence "Kirribilli", 7 The Common, Beaumont
Residence and Flat, 3 & 3A Prospect Road, Prospect
Edna Walling Garden at Michell Residence, 11 Briar Avenue, Medindie
Former Tubemakers Administration Buildings, 498-500 Churchill Road, Kilburn
City of Mitcham Council Chambers, 131 Belair Road, Mitcham
Repatriation General Hospital, Daws Road, Daw Park
Former Headmaster's Residence, Urrbrae Agricultural High School, 505 Fullarton Road, Netherby
Adelaide Showground Structures, 68 Goodwood Road, Wayville
Former AESCO Buildings, 32-56 Sir Donald Bradman Drive, Mile End
Kate Cocks Child Care Centre, 33 Hulbert Street, Hove
Early Infrastructure, Parafield Airport, Kings Road, Parafield

<u>Regional/Rural</u>

<u>Fleurieu Peninsula</u>
No. 202 Radar Station, Range Road, Victor Harbor
No. 10 Radar Station, Rarkang Road, Cape Jervis

<u>Port Pirie</u>
Former RAAF Gunnery Range, Old Pirie Road, Port Broughton

<u>River Murray</u>
Lock and Weir No. 2, Taylorville, near Waikerie
Lock and Weir No. 4, Bookpurnong, near Berri
Lock and Weir No. 6, Murtho, near Paringa

<u>Goolwa Barrages</u>
Boundary Creek River Murray Barrage, Clayton
Ewe Island River Murray Barrage, Clayton
Goolwa River Murray Barrage, Goolwa
Mundoo River Murray Barrage, Clayton
Tauwitchere River Murray Barrage, Clayton

Twentieth Century Heritage Survey, Stage Two (1928-1945)

<u>Whyalla</u>
Whyalla Court House, 3 Whitehead Street, Whyalla
Spencer Hotel, 5 Forsyth Street, Whyalla
Bay View Hotel, 13 Forsyth Street, Whyalla
HMAS *Whyalla*, Whyalla Maritime Museum, Lincoln Highway, Whyalla

<u>Far North</u>
Tarcoola Gold battery, via Tarcoola
Glenloth Gold battery, Lake Harris, via Kingoonya

FORMER WESTPAC BANK   **C20 01**

Place Name and Address: Former Westpac Bank,
                               2-8 King William Street
                               Adelaide   SA   5000

SUMMARY OF HERITAGE VALUE:

Description:

The former Westpac Bank (originally the Bank of NSW) was designed in the Inter-War stripped classical style, its main features being symmetrical massing which creates a fundamentally classical composition, but with minimal use of classical ornamentation. It is of steel frame and masonry construction and comprises nine floors, including the ground and mezzanine levels, and a basement. The main entrance is from King William Street and has an imposing gigantic doorway of bronze door panels framed by granite blocks. There is a secondary entrance from North Terrace. Windows are metal framed.

The building retains its integrity externally. Internally, changes have occurred throughout the period from the 1940s to the 1970s and there was a significant refurbishment in 1981 to ensure the building complied with fire regulations, but examples of finishes survive. The building was recently sold.

Statement of Heritage Value:

Built in 1939–1942, the former Westpac Bank building is significant for its modern expression of inter-war commercial multi-storey architecture and is the only large-scale example of the Inter-War stripped classical style of architecture in Adelaide. It was constructed as the Adelaide head office of the Bank of New South Wales and marked the rise of the banking sector in Adelaide as a part of the intense local rebuilding programme by financial institutions in South Australia during the 1930s–early 1940s.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment as South Australia's foremost example of an early Modern high-rise office building in the inner city

RECOMMENDATION:

It is recommended that the former Westpac Bank be provisionally entered in the South Australian Heritage Register.

FORMER WESTPAC BANK   **C20 01**

ASSESSMENT OF HERITAGE VALUE:

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

This building was designed for the Bank of New South Wales by Jack McConnell, a partner in the firm Philip R Claridge, Hassell and McConnell, which at that time was working in association with Louis Laybourne Smith. McConnell studied architecture at the University of Melbourne from 1930–35 and his lecturers included noted Modernist, Leighton Irwin who designed the Royal Australasian College of Surgeons in the Stripped Classical style in 1935. In 1937, aged 24, McConnell was working for the Melbourne firm of Edward F. Billson, when he accepted a job in the office of Philip Claridge in Adelaide, with the expressed purpose of assisting in the design of the then Bank of New South Wales. In 1939 McConnell joined Claridge and another architect, Colin Hassell, to form the partnership of Hassell, Claridge and McConnell, which became a leading architectural firm in South Australia. He was later to achieve wide acclaim for the influence of his work on younger architects and is thought to be the most notable architect associated with the Modern Movement in South Australia.

Philip Claridge had earlier been part of the firm Davies and Claridge with Edward Davies, until he started his own practice in 1917. He became President of the Royal Australian Institute of Architects in 1932. The firm of PR Claridge & Associates was formed in 1938 and came to operate as a virtual State-wide practice, designing and supervising a great variety of buildings, from suburban residences to country hospitals, but the Bank of New South Wales building is regarded as the firm's masterwork (Page, p. 168). Claridge worked in partnership with Hassell and McConnell until 1949, when Hassell, McConnell and Partners became a separate firm.

Built after the economy had struggled out of the Depression, the Bank appeared to be a gigantic symbol of the strength of Australian finance and was a complete break from the classical style of architecture of earlier years. It was also an unusual multi-storey building for Adelaide in that era, as the designers resisted the Art Deco style that was strong in the 1930s (Page, p. 168). It has been viewed as 'the most advanced' in terms of modernism, of the large city buildings constructed at that time in Adelaide, with the Savings Bank of South Australia (now BankSA) head office and the CML building being more stylistically conservative (Brine, p.35). The design adopted by McConnell was not repeated and no comparable building in Adelaide adopted this style (the Torrens Training Depot is in the Stripped Classical style, but not on the same scale). Russell Ellis, a young architect working for the firm at the time, was sufficiently impressed by the building to complete a watercolour perspective of it. It is not known if Ellis was involved in the building's design, but he kept the watercolour in a frame in his office for many years. (It is currently located in the Louis Laybourne Smith Architecture Museum, University of South Australia).

FORMER WESTPAC BANK   **C20 01**

The Bank of New South Wales building replaced a two-storey building which the Bank had occupied for fifty years on this site. It was constructed as the Adelaide head office of the Bank of New South Wales. The building marked the rise of the banking sector in Adelaide and represents the intense rebuilding program carried out during the Inter- War period. Built by Hansen and Yuncken Pty Ltd, with engineering carried out by Hurren, Langman and James of Adelaide, it is of steel frame and masonry construction. The floors were constructed by encasing the steelwork in concrete and pouring concrete floor slabs which incorporated a hollow gypsum floor tile system. There are nine floors, comprising the ground, mezzanine and seven upper storeys, as well as a basement. Originally the Bank occupied the basement, the ground floor, part of the mezzanine floor and the seventh floor, and the remaining floors were available for commercial lease.

The building was designed in the Inter-War Stripped Classical style, the main features being its symmetrical massing, forming a fundamentally classical composition but with minimal use of classical ornamentation, resulting in an austere appearance. The facades are faced with South Australian Waikerie and Ramco limestone, and Victorian Dromana granite. The window frames and doors were originally of bronze, but the upper floor windows have been refitted with bronze anodised aluminium frames. The building occupies a prominent corner site in Adelaide at the intersection of King William Street and North Terrace.

REFERENCES:

Apperly, Irving & Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, 1989.
Judith Brine, 'Hassell's Birthday' *Architect SA*, no. 2, pp 34–36, Adelaide, 1990.
Julie & Susan Collins, Significant South Australian 20th Century Architecture, RAIA Data Entry Form, 2007.
Michael Page, *Sculptors in Space*, 1986.
Michael Queale & Nicolette Di Lernia, *Adelaide's Architecture and Art*, 1996, p. 80.
Schwager Brooks and Partners, Westpac Building Conservation Plan, 1993.
Register of the National Estate Place File No. 3/03/001/0243

FORMER WESTPAC BANK   **C20 01**

SITE RECORD:

FORMER NAMES:	Bank of New South Wales	
DESCRIPTION OF PLACE:	A building of nine storeys, including the ground and mezzanine levels, and a basement, of steel frame and masonry construction.	
DATE OF COMPLETION:	1942	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Vacant 2007
PREVIOUS USE(S):	**Description:** **Dates:**	Bank 1942-2007
ARCHITECT:	**Name:** **Dates:**	Philip Claridge & Associates, in partnership with Louis Laybourne Smith 1938–1939
BUILDER:	**Name:** **Dates:**	Hansen and Yuncken Pty Ltd 1939–1942
SUBJECT INDEXING:	**Group:** **Category:**	Finance Bank
LOCAL GOVERNMENT AREA:	**Description:**	Adelaide City Council
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 2-8 King William Street Adelaide 5000 1 Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5728 233 Lot 196 PTA 17 Adelaide

FORMER WESTPAC BANK C20 01

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280732
	Northing:	6133000
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Seasons of Adelaide Pty Ltd
	Address:	348 St Kilda Road
	Town/Suburb:	Melbourne
	Post Code:	3004

FORMER WESTPAC BANK   C20 01

Location Map
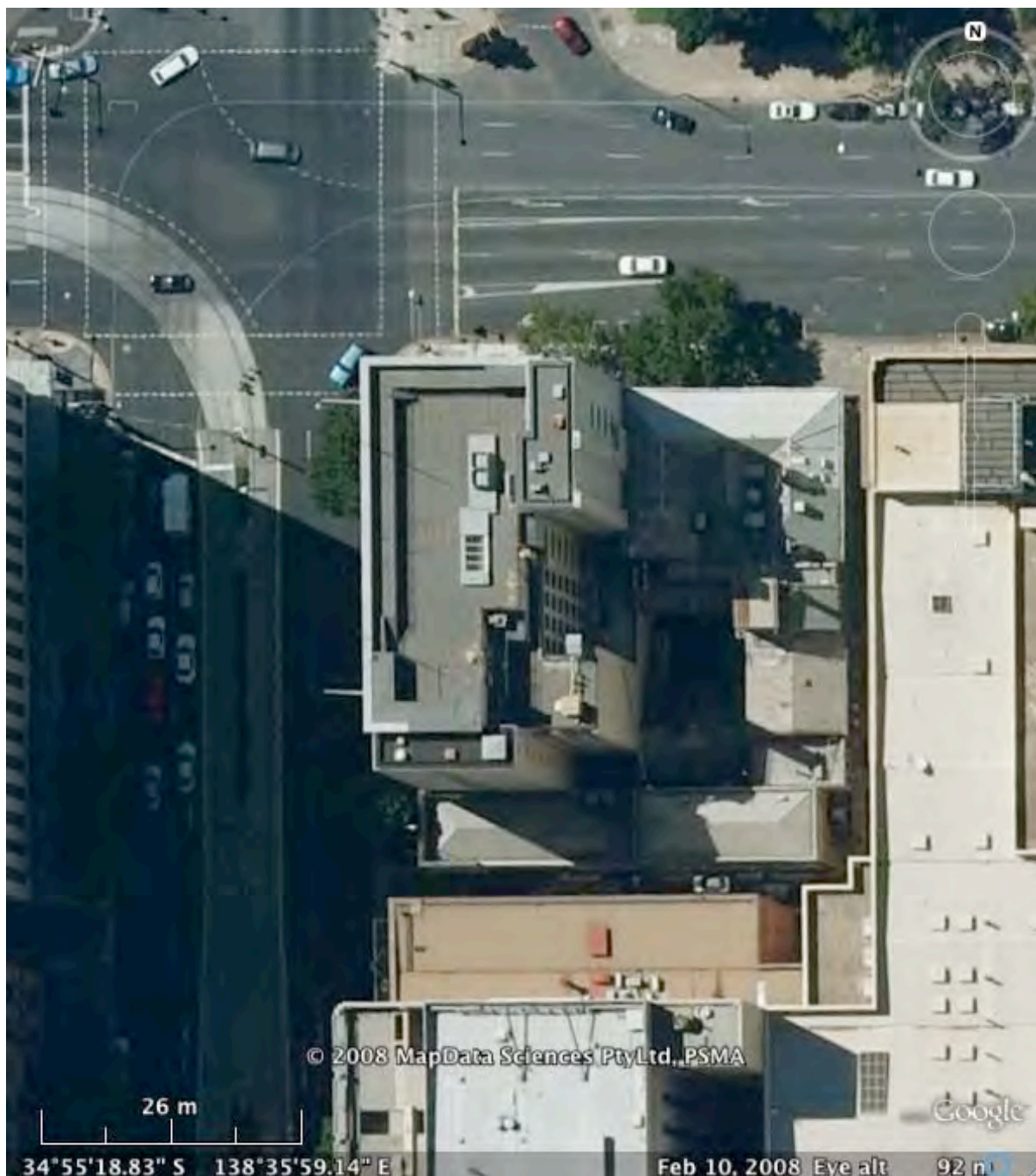
Aerial view of former Westpac Bank

(Google Earth)

FORMER WESTPAC BANK   **C20 01**

Former Westpac Bank, looking south

FORMER WESTPAC BANK   **C20 01**

Former Westpac Bank, looking south-east

FORMER WESTPAC BANK   **C20 01**

Former Westpac Bank, looking north-east

WOODARDS HOUSE   C20 02

Place Name and Address: Woodards House
47-49 Waymouth Street
Adelaide   SA   5000

SUMMARY OF HERITAGE VALUE:

Description:

This five-storey office building was constructed in the Inter-War Commercial Palazzo style in 1928-29. Built of load-bearing reinforced concrete, the ground floor has a rusticated plinth and the upper floors feature string courses and panelled pilasters. The ground floor features paired windows in arched frames with barley sugar columns, panels and rondels on each side of the double metal-framed sliding glass doors, also within an arched frame. Metal panels are interspaced above and below the windows between the pilasters on the upper floors, to disguise the internal floor slabs that would otherwise be visible from the exterior. These panels are decorated with circular motifs. Only one of the two lamps that flanked the front entry at either side of the door still remains. Inside the building, the foyer is largely original and has a coffered ceiling and marble dado. The original single lift still operates and the floors are terrazzo.

Statement of Heritage Value:

Woodards House, built in 1928-1929, is a fine example of a building constructed in the Inter-War Commercial Palazzo style. It shows the public style of F Kenneth Milne, a prominent South Australian architect, who regarded this building as one of his most important works. Constructed as the South Australian head office of the Norwich Union Fire Insurance Society, the building reflects the commercial expansion and consolidation of the capital city centre during the Inter-War period. The additional floor constructed in 1953 adds to the interest of the building by showing the effects of the Depression.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, as a fine example of the Inter-War Commercial Palazzo style designed by prominent local architect, F Kenneth Milne.

RECOMMENDATION:

It is recommended that Woodards House be provisionally entered in the South Australian Heritage Register.

WOODARDS HOUSE   **C20 02**

ASSESSMENT OF HERITAGE VALUE:

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

Woodards House was built in 1928-1929 as the South Australian office of the Norwich Union Fire Insurance Society Limited. The building was designed by the architect F Kenneth Milne, who first set up practice in Adelaide in 1909, and by the 1920s was one of South Australia's leading architects. The firm was known as Milne and Evans at this time. Woodards House is a fine example of a building constructed in the Inter-War Commercial Palazzo style. This was an international style adopted by Australian architects, constituting a reinterpretation of the Italian Renaissance palazzo façade. It was usually large in scale, with a strong relationship to the street alignment. Features of this style exhibited in Woodards House include a rusticated plinth, arched windows and doors and barley sugar columns at ground floor level, and metal-framed windows and panels, string courses and pilasters on the upper floors. The builder was Queensland contractor, F Fricker, who was also the applicant for building approval.

The Norwich Union Fire Insurance Society Limited was founded in Norwich, England in 1797 by Thomas Bignold and set up another section, the Norwich Union Life Insurance Society, in 1808. Both then became the Norwich Union Society. The Company's presence in South Australia began in 1874 when J Gilbert Boothly opened an agency in Adelaide. In 1898 the Norwich Union Insurance Society took over the South Australian Insurance Co. founded in 1862 and operated its business from that company's former offices located on the northern corner of Pirie and King William Streets. When more office space was needed, the Company moved to the National Mutual Building, followed by the Citizen Building, before constructing its own offices. A head office was not established in Melbourne until 1957. In 1988 the Australian group of Norwich companies commenced operations and assumed legal responsibility for business in Australia.

F.K. Milne regarded Woodards House as one of his most important works. He also designed the Hampshire Hotel and the scoreboard at Adelaide Oval in the 1928–45 period, he designed Goldsbrough House and the SA Brewing Company Offices. Milne also designed numerous houses, including Sunnyside at North Adelaide. All of these building are in the South Australian Heritage Register. Milne was a life member of the South Australian Institute of Architects and its president between 1937 and 1939. He was also active in campaigning for the establishment of a Chair of Architecture at the University of Adelaide.

Woodards House was originally intended to be eight storeys in height, but as a result of the Depression, only four were constructed. An additional floor was added in 1953, with the design by the same architectural firm, which had evolved into F Kenneth Milne, Dawkins Boehm & Ellis. It was built by the well established firm of William Essery & Son Ltd. This new floor adds interest to the building as it shows how the Depression affected construction in the city, with another floor being added at a more prosperous time. In 1976 the building was sold to the Catholic Church Endowment Society. It has continued

WOODARDS HOUSE **C20 02**

to be used as offices and is currently tenanted by the SA College of English on three levels, Government Skills Australia on level two and some small government and private agencies on the ground floor. A number of offices remain vacant, including the whole of the third level, and these have recently been advertised for lease. Although the cornice between the fourth and fifth floors has been removed, the overall the integrity of the building is high. The building has been well-maintained and is generally in good condition. Many of the original fittings have been retained.

REFERENCES:
Apperley, Irving & Reynolds, Identifying Australian Architecture, 1989.
Marsden, Stark & Sumerling, *Heritage of the City of Adelaide*, 1990.
McDougall & Vines, City of Adelaide Townscape Frontages Assessment, 1992.
Michael Page, *Sculptors in Space*, 1986.
 "The World's First Life Insurance Society", Norwich Life, 150th anniversary souvenir pamphlet .
Susan Woodburn, "F. Kenneth Milne, Portrait of an Architect", Exhibition Catalogue, Flinders University, Architecture Archives, 1984.
Register of the National Estate, Place ID 17430, File No. 3/03/001/0193

WOODARDS HOUSE C20 02

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Five-storey office building

DATE OF COMPLETION: 1929

REGISTER STATUS:	**Description:**	n/a

CURRENT USE:	**Description:**	Offices
	Dates:	1929+

PREVIOUS USE(S):	**Description:**	n/a
	Dates:	n/a

ARCHITECT:	**Name:**	F Kenneth Milne
	Dates:	1928

BUILDER:	**Name:**	
	Dates:	1929–29

SUBJECT INDEXING:	**Group:**	Commerce
	Category:	Office building

LOCAL GOVERNMENT AREA:	**Description:**	Adelaide City Council

LOCATION:	**Unit No.:**	n/a
	Street No.:	47-49
	Street Name:	Waymouth Street
	Town/Suburb:	Adelaide
	Post Code:	5000
	Region No.:	1
	Region:	Adelaide

LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5323
	Folio:	691
	Lot No.:	132
	Section:	PTA 200
	Hundred:	Adelaide

WOODARDS HOUSE **C20 02**

SITE RECORD (Cont.):

AMG REFERENCE:		
	Zone:	54
	Easting:	280510
	Northing:	6132550
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000

OWNER:		
	Name:	Helen Cox & Angus Tuck
	Address:	PO Box 357
	Town/Suburb:	Clarendon
	Post Code:	5157

WOODARDS HOUSE   **C20 02**

Location Map
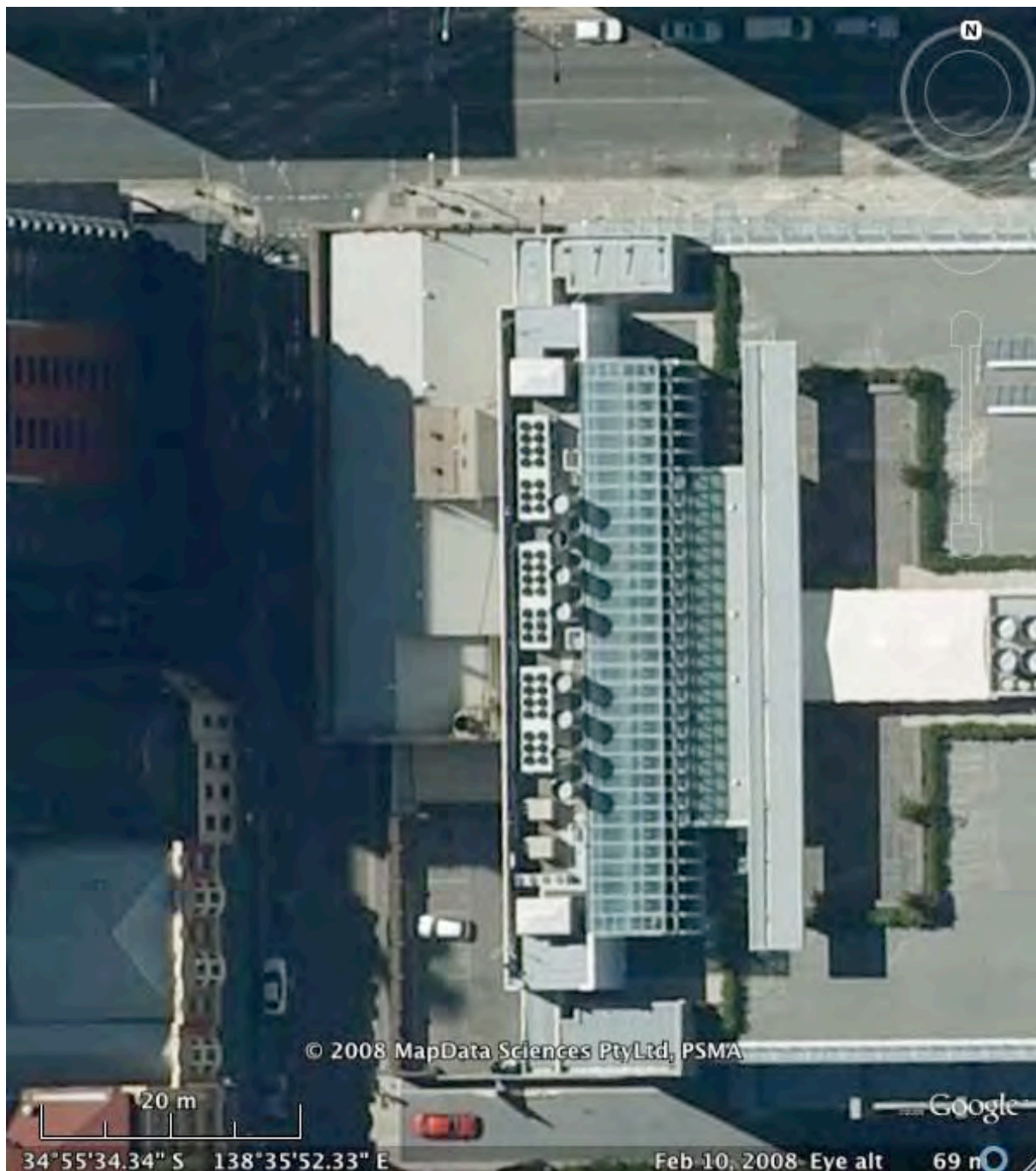
Aerial view of Woodards House

(Google Earth)

WOODARDS HOUSE   C20 02

Woodards House, looking south-east

Woodards House, looking north-east

WOOODLANDS APARTMENTS   C20 03

Place Name and Address: Woodlands Apartments
125 Jeffcott Street
North Adelaide   SA 5006

SUMMARY OF HERITAGE VALUE:

Description:

Woodlands apartments comprise a two-storey building, constructed of white painted brick and designed in the Functionalist style. Asymmetrical in design, it is sited to face in a northerly direction on the block, with rounded feature walls on the northern and southern sides. It has a traditional style hipped roof of terracotta tiles, but this is disguised behind a parapet of header bricks. Windows are metal-framed, with the larger ones in the 'ribbon' style, having long rectangular panes, some rounded. There are four units contained within the building and three garages are incorporated into the lower floor plan at the rear. It is generally in very good condition except for the paintwork on the bricks on the street facing (eastern) side, which has deteriorated.

Statement of Heritage Value:

Woodlands apartment building is an excellent example of the Functionalist style of architecture from the inter-war period in Adelaide. Designed by Melbourne architect IG Anderson in 1939, it was completed in 1940 under the supervision of local architect, Harold T Griggs. As well as modern design features, the architect used innovative materials such as reinforced concrete, glass bricks and curved glass. The apartment block was built at a time when multiple residential buildings were relatively new to Adelaide and were only starting to become popular in Sydney and Melbourne, and it is one of the few local examples from this period.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment as an early exemplar of Modern movement principles applied to multi-unit residential architecture

RECOMMENDATION:

It is recommended that Woodlands apartments be provisionally entered in the South Australian Heritage Register.

WOOODLANDS APARTMENTS   **C20 03**

ASSESSMENT OF HERITAGE VALUE:

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

During the 1930s there was a shift to a modern style of architecture, which originated in Europe. It emphasized a functional approach with 'clean lines' and complete disassociation from past styles. In Australia, the 'Modern' style was adopted by young Australian architects who had made the pilgrimage to Europe in the Depression years of the early 1930s and adapted it to suit the Australian environment on their return. It was one of two new styles adopted in this period, the other being Art Deco. While buildings using this style were labelled 'Modern' at the time, as the term lost its relevance, they came to be known as 'Functionalist'. Features of the Functionalist style included asymmetrical massing, simple geometric shapes, long horizontal spandrels or balconies, metal-framed 'ribbon' windows with curved glass, and roofs concealed by parapets. The result was a somewhat austere appearance.

While a few local architects were beginning to use Art Deco, South Australia's conservative values meant that the 'Modern' or 'Functionalist' style was slow to be taken up. The Woodlands Apartment building is one of the few to use this style at such an early stage. It was designed in 1939 by Melbourne architect IG Anderson for Sydney G Cocks and just predated Deep Acres flats (1942), a prominent example of the Functionalist style designed by local architect Jack McConnell. Anderson was a Fellow of the Royal Society of Architects (FRSA AIAA London). His interest in introducing new styles of architecture is evident in his design for the former Brunswick Market building in Melbourne, designed in the Spanish Mission style in 1930 and completed in 1933. Although this revival style was used from the 1890s to the mid-twentieth century in the USA, it was only introduced to Australia in the Inter-War period. The former Brunswick Market building is included on the Victorian State Heritage Register and is considered to be of exceptional architectural importance as the only known market building in Victoria constructed in the Spanish style.

With the coming of the Second World War, there was a pressing need for residential accommodation to house an increasing urban population. To meet this, more apartment blocks were being constructed in Sydney and Melbourne. Adelaide did not embrace apartments to the same extent and as a result, examples from this period are rare. "Deep Acres" in Melbourne Street, "Greenways" on King William Road and "Everard Court" on Anzac Highway are three local examples of the period that use modern styles.

Woodlands Apartments were built in 1940 on a vacant site, under the supervision of local architect, Harold T Griggs. The walls are brick cavity and the hipped roof is of terracotta tiles with a brick parapet, along which rectangular rainwater drain heads are located. The building uses non-traditional building materials which were developed in the twentieth century, including reinforced concrete for the main stairs, and on the first floor the front facing 'balconette' and the north-west facing balcony. All other stairs in the building are Jarrah timber and both levels have timber floors.

WOOODLANDS APARTMENTS **C20 03**

The window openings in the entrance hall and the first floor hall are narrow and filled with glass bricks, another 'new' type of material. The windows are metal-framed, the larger ones in the 'ribbon' style, having long rectangular panes, some of which are of rounded glass. Concrete sunhoods shade the windows on the upper level, with a line of header bricks above them.

The architect specified that some of the external bricks were to be selected Halletts cream face bricks and there were curved bricks for curved angles. The original bricks were unpainted. Well-burnt cream face bricks were used on the chimneys to the four fireplaces, with a recess above the mantel for books. There are four units, one of two bedrooms on the ground floor level, another two bedroom unit and two bedsitters on the first floor. Three garages are incorporated into the ground floor plan on the north western side.

Anderson was also concerned with the landscaping and advised that certain poplars were to remain on site. An incinerator and tank stand were included in the original plan. Garden beds were included around the entry on the northern side and at the front, with a low brick wall built either side of the front bedroom. Letterboxes were incorporated into this wall. In 1982 P. and R.K. Opie, the owners, increased the height of the front fence from three to six feet and erected a five foot high brush fence on the footpath edge at the southern side, presumably for privacy.

REFERENCES:

Apperly, Irving & Reynolds, *Illustrated Guide to Australian Architecture*, 1989, pp. 184–187.
Julie & Susan Collins, RAIA Data Entry Form for Deepacres Apartments
Michael Page, *Sculptors in Space*, 1986.
Victorian State Heritage Register website <http://www.heritage.vic.gov.au>
Woodlands Flats file, Adelaide City Archives

WOOODLANDS APARTMENTS   **C20 03**

SITE RECORD:

FORMER NAME:	n/a	
DESCRIPTION OF PLACE:	Two-storey apartment building of four units and three garages.	
DATE OF COMPLETION:	1940	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Residential 1940+
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	IG Anderson/ Harold T Griggs 1939–1940
BUILDER:	**Name:** **Dates:**	N/A 1940
SUBJECT INDEXING:	**Group:** **Category:**	Residential Apartments
LOCAL GOVERNMENT AREA:	**Description:**	Adelaide City Council
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 125 Jeffcott Street North Adelaide 5006 1 Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume** **Folio** **Lot No.:** **Section:** **Hundred:**	CT 5022 910 n/a PTA 793 Yatala

WOOODLANDS APARTMENTS   C20 03

SITE RECORD (Cont.):

AMG REFERENCE: **Zone:**   54
                          Easting: 279850
                          Northing: 6134850
                          Map Sheet: 6628 Adelaide
                          Map Scale: 1:100,000

OWNER: **Name:**   Strata Corporation 4500
                          Address: 125 Jeffcott Street
                          Town/Suburb: North Adelaide
                          Post Code: 5006

WOOODLANDS APARTMENTS   C20 03

Location Map

Aerial view of Woodlands apartments

(Google Earth)

WOOODLANDS APARTMENTS   ADELS 04

Woodlands apartments, looking west

Woodlands apartments. looking south-west

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   C20 04

Place Name and Address: Scammell Residence ('Kirribilli')
7 The Common
Beaumont   SA   5066

SUMMARY OF HERITAGE VALUE:

Description:

This house is designed in the Dutch Colonial style. Built of clinker bricks and rendered, it is symmetrical and features the characteristic twin Dutch gables of this style at the front, with circular windows and window heads, a Marseilles tiled roof with large overhanging eaves, and an arched surround to the rendered entry porch. It has two tall rendered chimneys with Marseilles tiled caps and the exterior window ledges are also tiled. The porch and upper parts of the gables are covered in ivy and the landscaped garden, which retains the original layout, features circular beds and Grecian urns on pedestals. The exterior and most of the interior of the house are in original condition.

Statement of Heritage Value:

The Scammell residence at Beaumont is important as a fine example of the Dutch Colonial style of residential architecture introduced to South Australia by George Gavin Lawson. Lawson emigrated from Scotland to Australia via South Africa, where he was influenced by the Dutch Colonial style. In Adelaide, he worked in the Architect-in-Chief's Department and designed a number of public buildings before setting up his own practice, for which he designed many residences. This residence is one of only a few designed in the Dutch Colonial style; it also uses clinker bricks, one of the non-traditional materials Lawson introduced. Lawson later worked in partnership with J.D. Cheesman from 1933, and from 1945 in the firm of Lawson, Cheesman and Doley, designing both residential and commercial buildings.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment as a fine example of the Dutch Colonial style

(g)   It has a special association with the work of noted architect George Gavin Lawson

RECOMMENDATION:

It is recommended that the Scammell residence at Beaumont be provisionally entered in the South Australian Heritage Register.

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   **C20 04**

ASSESSMENT OF HERITAGE VALUE:

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

The Scammell residence was built in 1930 for Alfred Faulding Scammell, one of two sons of Luther Robert Scammell, who was famous for his work as a manufacturing chemist with F H Faulding & Co. Together with his brother, Luther Robert Scammell acquired Faulding's manufacturing and wholesaling operations, as well as the business name, in 1888. They went on to expand the business, establishing agencies in Perth, Sydney and Melbourne, then an office in London in 1900 and by 1905 had agencies in South Africa, India and Canada. They manufactured and sold a wide range of products such as Kalmint Toothpaste, Quinine and Iron Tonic, and Diphtheria Powder. As a result of opportunities provided by the First World War, the business commenced industrial chemical production. In 1921 F H Faulding & Co. became a private company, with Scammell as Chairman of Directors and Managing Director until 1935, when daily management passed to his son, Alfred. Luther Robert continued as Chairman until his death in 1940. Alfred Scammell's nephew, John Scammell, purchased the house from his uncle's estate in 1979. When he died in 2005 the house passed to his wife, Nancy; he is also survived by three sons: Peter, Mark and James.

The property is called 'Kirribilli' after Kirribilli Point in Sydney, where Luther Robert Scammell and his brother had rented a residence from about 1900, while managing the business there. They drove back and forth between Adelaide and Sydney. Designed in the Dutch Colonial style, the house is built of rendered clinker bricks and features the characteristic twin Dutch gables of this style at the front. The original front gate was a farm gate with timber posts where the stone posts and cast iron gate are now located, and the fence was post and rail. The interior of the house retains its original layout, which comprises the entry porch and corridors, three bedrooms, a sleepout, a bathroom, toilet, sewing room (now storage room), billiard room with original billiard table, living room, dining room, kitchen with access to under-floor cellar, laundry, maid's bedroom and bathroom and maid's sitting room. There are two verandahs at the rear.

Some original furnishings have also been retained, including the light switches and fittings, and some curtain rails. The fireplaces are original, although some of the brickwork has been rendered. The tradesman's entrance is on the eastern side of the house. The two tanks on the tank stand at the rear of the house have been replaced and behind these is the original double garage, built of the same material as the house, with sliding timber doors. Although John Scammell made some minor changes, such as installing air conditioning in his office at the rear of the house and removing some rose beds in the garden, the exterior of the house and much of the interior are in original condition.

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   C20 04

(g)   It has a special association with the work of noted architect George Gavin Lawson

The architect for Alfred Scammell's residence was George Gavin Lawson, who arrived in Adelaide in 1921 at the age of 39, and has been described as 'a lovable rugged type of Highland Scot with many friends' (Page, 1986, p. 140). Lawson was educated in Edinburgh and apprenticed to the Edinburgh firm of Hamilton, Paterson and Sir Duncan J Lind before emigrating to South Africa, where he practised at Johannesburg, Pretoria and Salisbury, Rhodesia (now Harare, Zimbabwe) for seven years before emigrating to Melbourne. After making an unsuccessful entry in the design competition for Canberra in 1911, he moved to Queensland, where served as a driver in the Twelfth Battery Field Artillery during the First World War. After being wounded, he was discharged in Melbourne in 1919. He moved to Adelaide and was employed as Assistant Chief Draftsman in the Architect-in-Chief's Department, where his projects included the original Dental Hospital at the University of Adelaide on Frome Road in 1922 and the Bice Building for the Royal Adelaide Hospital in 1923 (inter-war Free Classical style). His design for the Teachers Training College on Kintore Avenue in 1924 introduced a new style, the Dutch Colonial style, to South Australia (Page, 1986, p. 141). This is the Hartley building, originally Adelaide Teachers College at the University of Adelaide (SAHR), completed in 1927. Although it has been described as being designed in the inter-war Mediterranean Style (Bruce Harry & Associates Conservation Plan 1992), it is definitely Dutch Colonial in style. This was an early and unusual example of the use of this style in a large institutional building in Adelaide. An *Advertiser* article of 27 March 1929 stated:

> As a result of a sojourn in South Africa [Lawson] was influenced to use Dutch gables, and an elevation that gave deep shadows, when designing the handsome red-tile roofed Teachers Training College …. With its circular windowheads and large overhanging eaves, the building was the forerunner of its style in this State. Mr Lawson is of the opinion that the Dutch style of architecture is more suitable for this climate than the bungalow. He has embodied it in some of his designs (quoted in Page, 1986, p. 141).

Lawson left the public service in 1925 and formed a partnership with JA Kethel from Melbourne and Adelaide architect Charles Rutt. This was short-lived, however, following their commission for Burnside Town Hall, as Lawson is believed to have changed the design while Rutt was overseas (Page, 1986, p. 125). He then practiced as G Gavin Lawson until he opened the Adelaide branch of the Melbourne firm Barlow, Hawkins and Lawson (later Barlow and Lawson). After this partnership dissolved, he again practised independently until in 1932 he invited JD Cheesman to join him and in 1933 formed the partnership of Gavin Lawson and Cheesman, which was to prove highly successful. Not only did Lawson continue the practice during the Second World War, but he also represented the firms of Dean Berry and Barrett, Glover and Pointer while they were on active service. Maurice Doley entered the partnership in 1945 and it became Lawson, Cheesman and Doley.

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   C20 04

Lawson was a forward-thinking architect, who attempted to move away from the more traditional styles of architecture. He was involved in a variety of new city buildings, including the former Young's Shoe Store (1925) on Rundle Street (now Mall), an example of Dutch Expressionism; the Commercial Gothic style Lister House on North Terrace (1928) with F.K. Milne; and Adelaide's first parking station on Pulteney Street, opened in 1929.

His residential commissions included homes in the exclusive new suburb of Springfield from 1929, one in the Old English style for Dr Raymond Vegg and another with an Italian influence for builder, J McDonough; he was also involved in advising on site orientations and gardens for the subdivision. He introduced the use of discarded clinker bricks for internal and external facework on residences in 1929, and these became very popular in the Depression due to their low cost. He may also have been the first South Australian architect to specify mud bricks for a holiday home built for Walter Birks at Macclesfield, using blocks made on site and sun-cured.

In the 1930s Lawson designed a number of commercial buildings, including laboratories for F H Faulding at Thebarton in 1931, a commission which probably followed on from the 1930 design of the Scammell residence. He also designed a theatre, shops and dwellings on Anzac Highway at Ashford in 1932; an office block at Port Adelaide for the Adelaide Steamship Company in 1934; an office building in Bentham Street, Adelaide, for the Cooperative Insurance Company of Australia in 1934; and the HH Tandy confectionary factory in Angas Street, Adelaide. In 1933 he designed the Ridley Memorial Entrance Gates at Wayville Showgrounds for the Royal Agricultural and Horticultural Society.

Although proficient in the use of other styles, Lawson preferred to use the Dutch Colonial style, which he had acquired while working in South Africa. Examples of designs in this style, other than the Scammell residence, include the Teachers' Training College (mentioned above); the McRoberts residence (originally for a Mr Voke) on Portrush Road at Glenunga; and the Leaver residence at Hazelwood Park. As well as being an advocate for the use of local materials, he emphasized the importance of design suited to the Australian climate and regarded the Dutch Colonial style, with its wide eaves, garden layouts and the use of a porch at the front entrance, with a Dutch gable, as particularly suitable.

After his death in 1953, the firm continued to use his name, becoming Lawson, Cheesman, Doley and Partners in 1954. Lawson was a Fellow of the Royal Australian Institute of Architects (RAIA) in South Australia from 1924 and operated as a registered Architect. When his widow, Edith, died in 1959, her estate was made over to the RAIA SA Chapter to create the 'George Gavin Lawson Research Fellowship' for young architects.

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT　　　　　　**C20 04**

REFERENCES:

Hamish Angas, 'Lawson, George Gavin (1882–1953)', *Australian Dictionary of Biography online* <http://www.adb.online.anu.edu.au/biogs/A150084b.htm>
Peter Donovan, 'Luther Robert Scammell' in John Healy (ed), *SA's Greats, The Men and Women of the North Terrace Plaques*, Historical Society of South Australia, 2002.
Michael Page, *Sculptors in Space*, 1986.
Julie Collins, 'Lawson, Gavin George, 1882–1953', Louis Laybourne Smith School of Architecture and Design
Nancy Scammell, per comm., 2006.
Peter Scammell, pers. comm., pers. comm. 2007
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SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT　　　　　　C20 04

SITE RECORD:

FORMER NAME:	n/a	
DESCRIPTION OF PLACE:	A single-storey residence of rendered masonry with distinctive Dutch gables and a Marseilles tiled roof.	
DATE OF COMPLETION:	1930	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Residence 1930+
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	George Gavin Lawson 1929
BUILDER:	**Name:** **Dates:**	n/a 1930
SUBJECT INDEXING:	**Group:** **Category:**	Residential House
LOCAL GOVERNMENT AREA:	**Description:**	Burnside City Council
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 7 The Common Beaumont 5066 2 Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5452 66 2 296 Adelaide

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   C20 04

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	284850
	Northing:	6130350
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Nancy Scammell & others
	Address:	7 The Common
	Town/Suburb:	Beaumont
	Post Code:	5066

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   **C20 04**

Location Map

Aerial view of Scammell residence, Beaumont

(Google Earth)

SCAMMELL RESIDENCE "KIRRIBILLI", BEAUMONT   C20 04

Scammell residence, Beaumont, looking north

Scammell residence, Beaumont, looking north-west

RESIDENCE AND FLAT, 3 AND 3A PROSPECT ROAD, PROSPECT　　　C20 05

Place Name and Address:　　Residence and Flat, 3 and 3A Prospect Road,
Prospect　SA　5082

SUMMARY OF HERITAGE VALUE:

Description:

This is a two-storey, three bedroom residence of rendered brick, with a pitched, clay tile roof, finished in Art Deco style. Elements of this style include a 'streamlined' front, designed in geometric curves, with concrete motifs. The interior of the house is also designed in the Art Deco style, with plaster motifs on walls and fireplaces, ornate fibrous plaster ceilings, and built-in and separate timber furniture. The polished timber floors throughout the house were previously carpeted, with Art Deco motifs in the carpets, now removed. There are Art Deco motifs in the terrazzo floors at the front and rear entrances, and in the upstairs bathroom and balcony. The smaller two-storey building at the eastern (rear) end of the block is also of rendered brick, finished in Art Deco style. The ground floor comprises a large garage at the front and a room that has been converted to a laundry at the rear. The first floor is used as a flat and retains a number of internal Art Deco features. The front of the building is decorated with motifs in the 'Jazz' style.

Statement of Heritage Value:

The residence at 3 Prospect Road is a fine example, both externally and internally, of the Art Deco style of architecture as applied to residences. The house (c. 1938) and flat (1936) were built by the architect Christopher A Smith as his own residence and workshop. Smith worked from the flat and it is thought that he used the house, which was located in a prominent position on Prospect Road, as a showpiece for potential clients. Some of the plaster moulds in the house are replicated in Smith's public buildings. Although he did not train as an architect, Smith built up a reputation for designing cinemas and council buildings and was probably the most prolific user of the Art Deco style in Adelaide. He was an important civic architect and his works include the Capri Theatre at Goodwood, council buildings at Port Adelaide and Brighton, and a new façade at Hindmarsh Town Hall.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(e)　　It demonstrates a high degree of creative, aesthetic or technical accomplishment as an early application of the Modern style to domestic architecture

RECOMMENDATION:

It is recommended that the residence and flat/garage at 3 and 3A Prospect Road be provisionally entered in the South Australian Heritage Register.

RESIDENCE AND FLAT, 3 AND 3A PROSPECT ROAD, PROSPECT   C20 05

ASSESSMENT OF HERITAGE VALUE:

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

The house and flat at 3 Prospect Road, Prospect, were designed by architect Chris Smith as his own home and workshop. Smith was a carpenter who appears to have had no formal architectural training and was not a member of the South Australian Institute of Architects. Nevertheless he operated as an architect and designed many of the new public buildings in Adelaide in the 1920s and 1930s. He commenced his career working on picture theatres, first as works foreman for the York Theatre (1921) on the corner of Rundle Street and Gawler Place (demolished 1961), then as supervising architect for the Austral Picture Palace at Kilkenny (1922), and as architect for the Ozone theatre at Alberton (1924), the Princess (later the Chelsea) in 1924 at Marryatville, the Garden Theatre at Colonel Light Gardens (1926) and the Ozone at Enfield (1926). He was also involved in alterations and additions to picture theatres and hotels in both Adelaide and regional South Australia. He altered and extended the Semaphore Town Hall for use as a picture theatre (1929) and designed the Semaphore Soldier's Memorial Hall at the same time.

Prior to 1930 Smith designed the town halls for Clare and Peterborough and an Institute building at Warradale. He was the architect for a theatre/town hall for the Hindmarsh Council in 1936, in which the original stone portico was removed and all the buildings were refaced in Art Deco style. Following this, he designed municipal offices and council chambers at Brighton (1938) and Port Adelaide in (1939), both in the Art Deco style. He designed the Capri Theatre at Goodwood, initially known as the Goodwood Star, in 1941. In the same year it is believed he was the architect for an administration building for British Tube Mills at Kilburn. He may also have designed the first administration building for the company in 1939.

Smith's status as an architect was disparaged by other established architects. Reasons for this include a general disdain by traditional architects for the commercial Art Deco style, for which Smith was able to obtain many commissions, and some personal animosity towards him because it was felt that he received a large amount of work due to his brother's position as State Inspector of Places of Public Entertainment. When he applied for registration under the 1939 Architects Registration Act he was rejected and did not appear in the first list of Registered Architects in 1941. After reapplying in 1941, he was accepted and appeared in the 1942 list.

Smith lived at Second Avenue, Cheltenham from 1919 and advertised as a carpenter. From 1922 he operated as an architect and structural engineer from National Bank Chambers in King William Street. After a year, he moved his practice to Waterhouse Chambers at 44 King William Street until 1932. He then operated from offices in Currie Street before moving to Prospect and lived in a house next door to the present 3 Prospect Road. It was from here that he designed the flat at 3 Prospect Road in the 'Jazz' Art Deco style in 1936. He also designed the house facing Prospect Road on the

RESIDENCE AND FLAT, 3 AND 3A PROSPECT ROAD, PROSPECT   C20 05

same allotment in the 'streamlined' style of Art Deco. The exact date of completion is not known, but it is thought to have been built after the flat, in about 1938.

Smith's commissions diminished as the Second World War progressed, as was the case with most other architects, and he replaced his brother as State Inspector of Places of Public Entertainment in 1942. Smith remained at the address in Prospect, ceasing to practice in 1950, until his death in 1952 at the age of 60. After his death, his widow, Irene, sold most of the block to the next door neighbour, Lydia Booth, and the house was made into flats. It later became a residence again and was renovated in the original style (but not colours) by owner/designer, Sassi, in the early 2000s. It is currently owned by the Mayor of Prospect, David O'Loughlin, and his wife, Alison, who initiated an Art Deco Society in South Australia in 2007.

The residence at 3 Prospect Road is located in a prominent position on the corner of Prospect Road and Carter Street. It is built of rendered brick, with a pitched, clay tile roof, and finished in Art Deco style. The front of the house is designed in the 'streamlined' style, with geometric curves and concrete motifs. The interior of the house is also designed in the Art Deco style, with plaster motifs on walls and fireplaces, ornate fibrous plaster ceilings, and built-in and separate timber furniture, including timber bedside tables in the main bedroom and a built-in dining booth in the kitchen. Some of the plaster moulds on the walls and ceiling are replicated in Smith's other designs, eg, in the Capri theatre.

The upstairs bathroom also has Art Deco features incorporated into the tiles and vents. The floors were previously carpeted with Art Deco motifs in the carpets, but these have been removed and the original timber floors under the carpet have been polished. The terrazzo floors at the front and rear entrances, in the upstairs bathroom and the balcony, all have Art Deco motifs. The former laundry downstairs has been updated to a new bathroom and no longer includes Art Deco features. The house is in good repair, except for some deterioration in the terrazzo floor at the front entrance due to salt damp.

The two-storey flat/garage at the eastern (rear) end of the block (3A Prospect Road) is also of rendered brick, finished in Art Deco style. The front of the building is decorated with motifs in the 'Zig Zag' or 'Jazz' style. The ground floor comprises a large garage at the front and a room that has been converted to a laundry at the rear. The first floor is used as a flat and retains a number of internal Art Deco features, including a fireplace in the living room in similar style to the one in the house. The original plan for this building hangs on a frame in the hall.

REFERENCES:

Christine Landorf, , 'Art Deco: Adelaide Architect, Chris A. Smith', 1983
Alison McDougall, 'Smith, Christopher', Architecture Museum database, UniSA
David and Alison O'Loughlin, owners of 3 Prospect Road, pers. comm., October 2007
CT 2156/74

RESIDENCE AND FLAT, 3 AND 3A, PROSPECT ROAD, PROSPECT   C20 05

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two storey Art Deco residence with separate two story flat/garage, also in Art Deco style.

DATE OF COMPLETION: 1936 (flat); c. 1938 (residence)

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Residence and flat
                           Dates: 1936–present

PREVIOUS USE(S):   **Description:**   n/a
                           Dates:

ARCHITECT: **Name:**   Chris A Smith
                           Dates: 1936/1937

BUILDER: **Name:**
                           Dates: Residence:1938 & flat:1936

SUBJECT INDEXING: **Group:**   Residential
                           Category: House

LOCAL GOVERNMENT AREA: **Description:**   Prospect City Council

LOCATION: **Unit No.:**   3 and 3A
                           Street No.:   3
                           Street Name: Prospect Road
                           Town/Suburb: Prospect
                           Post Code: 5082
                           Region No.:   2
                           Region: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                           Volume: 5193
                           Folio: 306
                           Lot No.:   3
                           Section: 348
                           Hundred: Yatala

RESIDENCE AND FLAT, 3 AND 3A, PROSPECT ROAD, PROSPECT   **C20 05**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280210
	Northing:	6135700
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	David & Alison O'Loughlin
	Address:	3 Prospect Road
	Town/Suburb:	Prospect
	Post Code:	5082

RESIDENCE AND FLAT, 3 AND 3A, PROSPECT ROAD, PROSPECT   **C20 05**

Location Map
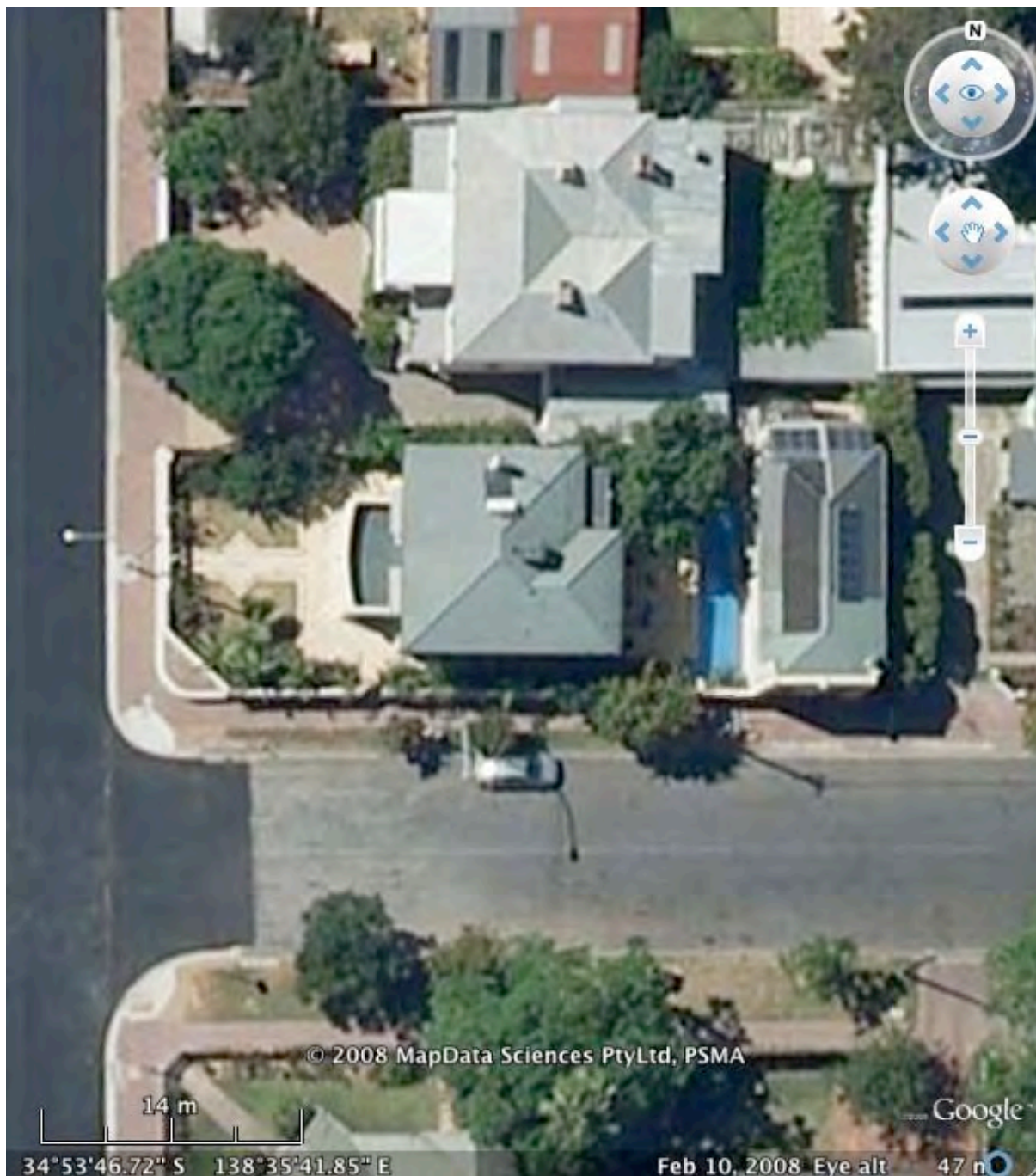
Aerial view of 3 and 3A Prospect Road, Prospect

(Google Earth)

RESIDENCE AND FLAT, 3 AND 3A, PROSPECT ROAD, PROSPECT   **C20 05**

3 Prospect Road, looking north-east

3A Prospect Road, looking north

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   C20 06

Place Name and Address: Edna Walling Garden at Michell residence,
11 Briar Avenue, Medindie   SA 5081

SUMMARY OF HERITAGE VALUE:

Description:

The garden surrounds a house built by F. Kenneth Milne for Mr & Mrs G.H. Michell in 1939, with a western extension in keeping with the original, designed by architect Pauline Hurren and built in 1996. The property is situated on a large corner block with entrances from both Briar Avenue (main entrance) and Willyama Avenue. The main entrance has timber palisade gates painted white, and from here the drive curves in an arc past the front of the house and then away from the house to meet the second entrance. An offshoot of the drive at this entrance leads to garages in the north-western corner of the property. There is a screen of trees around the perimeter of the property and the garden is divided into spaces linked by recessed curved Willunga slate pathways set in lawn, surrounded by evergreen and deciduous trees and underplanted with shrubs and foliage plants, perennials and self-seeding annuals. With a few exceptions, such as the removal of a London Plane near the main entrance and modification to the tennis court to make it a lawn, the garden retains Edna Walling's original design and plantings. The latter have matured over the years and have been maintained to ensure the plan fulfils Walling's design.

Statement of Heritage Value:

This garden is significant as it is the only known existing garden in South Australia designed by Edna Walling, an outstanding twentieth century landscape designer based in Melbourne. She designed the garden in 1939 for a new residence owned by the Michells, who had read about her work. Walling helped to popularise the informal or natural style of gardening that evolved in the Edwardian period. Her choice of plants and her design for this garden gives it a unique character in comparison to other South Australian suburban gardens of this period.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(d)   It is an outstanding representative of a particular class of places of cultural significance, historic designed suburban gardens.

(g)   It has a special association with the life or work of a person of historical importance, Edna Walling, an outstanding twentieth century landscape designer.

RECOMMENDATION:

It is recommended that the Edna Walling garden at Medindie be provisionally entered in the South Australian Heritage Register.

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   C20 06

ASSESSMENT OF HERITAGE VALUE:

(d) It is an outstanding representative of a particular class of places of cultural significance.

This property is situated on a large corner block with an entrance from each street. Mr and Mrs G H Michell employed prominent architect F Kenneth Milne to design the house on this block and it was built in 1939. The house was extended in 1954–56 and a large western extension, designed by architect, Pauline Hurren, was built in 1996. From the main entrance in Briar Avenue, marked by timber palisade gates painted white, the drive is shaped in an arc which curves past the front of the house, then travels in the opposite direction around the corner in a gentle 'S' to meet the garages located in the north-western corner.

The design included the planting of a screen of trees around the perimeter of the property. In the south west corner of the garden, a lawn is bordered by a smoothly curved bed; this incorporates a boundary planting of trees underplanted with shrubs, creating a secluded area within this relatively small site. On the eastern side of the main gates, a triangular bed with trees and shrubs was designed to screen a tennis court which no longer exists and is now a lawn. The garden beds have been widened and planted with trees and shrubs to soften the hard edge of the tennis court site. A paved slate terrace is located on the eastern side of the house and the north eastern end of this is enclosed with a screen to create a sheltered seating area. This area is shaded by a large Horse-chestnut tree, which was an original planting at the time the garden was established.

The garden features are typical of Edna Walling's landscape designs. There are a number of beds around the house planted with groups of Silver Birches, *Prunus* sp., *Cupressus* sp., *Cotoneaster* sp., *Viburnum* sp., *Erigeron* sp., and underplanted with a variety of flowering plants, including hydrangeas, lilies, forget-me-nots and roses. Random slate or stone paths are located around the deeply curved garden beds beside sweeping lawns; statues include a Grecian woman carrying an urn and a thoughtful young woman holding a book behind her, appearing to be captivated by the garden. A swimming pool on the north eastern side of the house is screened from the service area by a trellis style concrete fence. The overall impression created is one of relaxation and exploration.

Walling was one of two Melbourne-based landscape architects whose work influenced garden design in South Australia, the other being Olive Mellor. They popularised the informal or natural style of gardening that evolved in the Edwardian period, through magazines, texts, plant lists and watercolour plans. Walling and Mellor became known here through magazines such as *South Australian Homes and Gardens*, and references to them appear in the real estate promotion literature for the suburb of Springfield, opened in 1928. Elsie Cornish was a local practitioner in this Edwardian style.

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   C20 06

This is the only known existing garden designed by Edna Walling in South Australia. It was implemented as designed by Walling with the exception of the area to the north of the house which was designed as a service area and an orchard. Only a small service area now exists on the north eastern side, the remainder of the block having been sold. The property is now owned by the Michell's son and daughter-in-law. The garden retains its original design and plantings, with a few exceptions, including the removal of a London Plane near the main entrance, a Gingko tree planted about 1987, modification to the tennis court to make it a lawn, and replacement of the random slate by two strips of concrete in a section of the drive between the main gate and the entrance porch, to create a non-slip surface.

(g)   It has a special association with the life or work of a person of historical importance, Edna Walling.

Edna Walling (1895–1973) was an outstanding garden designer who designed gardens for wealthy and not so wealthy clients in Victoria, New South Wales and South Australia. She commenced practising in Victoria after an architect asked her to plan a garden and by the early 1920s had built a flourishing business. She rapidly became the leading exponent of the art in Victoria and her reputation soon spread to other states. She wrote regular gardening columns in *Australian Home Beautiful* (1926-46), as well as contributing articles to other magazines, and this enhanced her reputation.

The gardens she created typically exhibited a strong architectural character. For clients in the wealthy suburbs of Melbourne and on country estates, her designs were formal and incorporated grand architectural features such as walls, pergolas, stairs, parterres, pools and colonnades; but she always made space for a 'wild' unstructured section. For clients of more modest means, Walling's approach was more relaxed, relying on curving lawns and garden beds to give the illusion of greater space; but stone walls and other structural features were almost always included. As well as her exceptional ability to handle design concepts, she had an excellent understanding of plants and their visual and ecological relationships, and she produced a water-colour plan of the garden for many of her clients. Plants were often provided from Walling's own nursery and she frequently worked on site, giving instructions and helping with the physical labour.

Mr and Mrs G H Michell became impressed by Walling's work after reading some of her published material. At that time (1939), Walling had not designed any gardens in South Australia, so the Michells travelled to Victoria to meet her and inspect some of the gardens she had designed there. As a result, they commissioned Walling to design a garden for their home and she visited Adelaide to inspect the site. Back in Victoria, she prepared the design, and then returned to Adelaide for two days in 1940 to personally supervise the planting and to place all the major plants.

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   **C20 06**

Preparation of the site involved removal of all existing trees, except for two Norfolk Island Hibiscus, two Radiata Pines, a carob and several Casuarinas, which were incorporated into the new garden. The topsoil was stripped from the entire garden area and 15 tons of sheep manure was ploughed into the subsoil to a depth of ten inches, after which the topsoil was re-spread. The Michells paid Walling's travel and accommodation expenses, and when the job was completed, her account for professional services came to ten guineas.

Walling was a household name by the 1940s and she increased her popularity by publishing four successful books: *Gardens in Australia* (1943); *Cottage and Garden in Australia* (1947); *A Gardener's Log* (1948); and *The Australian Roadside* (1952). She had an enormous influence on twentieth century gardening during her lifetime and this continued after her death through her writing and her remaining gardens.

REFERENCES:
David Jones & Pauline Payne, *Gardens in South Australia, 1840–1940*, 1998.
Land Systems Pty Ltd, *South Australian Historic Garden Survey*, 1980.
Peter Watts, 'Walling, Edna Margaret (1895–1973)' *Australian Dictionary of Biography*, online edition
Patricia Michell (owner), pers. comm., 2007

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   **C20 06**

SITE RECORD:

FORMER NAME:	n/a	
DESCRIPTION OF PLACE:	Garden designed by Edna Walling.	
DATE OF COMPLETION:	1940	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Residence and garden 1939+
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT/DESIGNER:	**Name:** **Dates:**	Edna Walling 1939–1940
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Parks, gardens & trees Garden
LOCAL GOVERNMENT AREA:	**Description:**	Walkerville Town Council
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 11 Briar Avenue Medindie 5081 2 Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5810 713 & 714 1 & 2 460 Yatala

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   **C20 06**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	281210
	Northing:	6135750
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000

OWNER:	**Name:**	H.E. & P.A. Michell
	Address:	11 Briar Avenue
	Town/Suburb:	Medindie
	Post Code:	5081

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   **C20 06**

Location Map

Aerial view of Edna Walling Garden, Medindie

(Google Earth)

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE   **C20 06**

Site Plan

MICHELL RESIDENCE
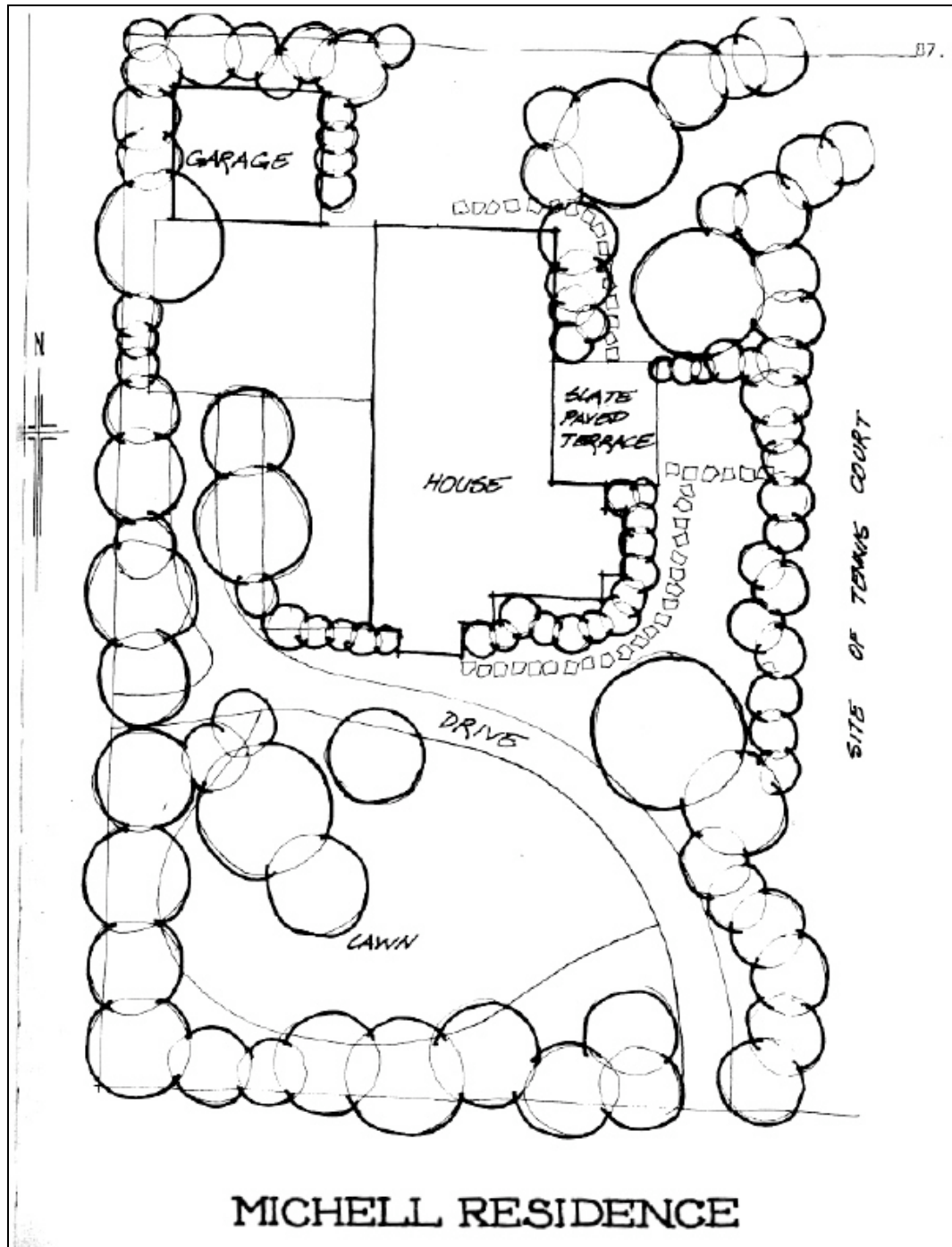
Plan of Edna Walling Garden, Medindie

(Patricia Michell)

EDNA WALLING GARDEN AT MICHELL RESIDENCE, MEDINDIE　　　**C20 06**

Two views of Edna Walling Garden, Medindie

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 AND 2   C20 07

Place Name and Address: Former Tubemakers Administration Buildings
498 and 500 Churchill Road, Kilburn   SA   5084

SUMMARY OF HERITAGE VALUE:

Description:
Administration Building 1 (500 Churchill Road) is constructed of red brick with pitched corrugated iron roof behind parapets and a cupola forming a roof vent. Brick walls are recessed around window openings and brick detailing above windows and parapets incorporates chevron motifs. The 14 paired windows at the front of the building are small-paned, metal-framed and shaded by blinds. The cement rendered front entrance portico is Grecian in style with classical columns, pilasters and entablature. The interior has high ceilings and a terrazzo floor. The rear half of the building was added in 1940–42 and is similar in style to the front part. The building currently forms the administration office of Veolia Environmental Services. Administration Building 2 (498 Churchill Road) is Modern Internationalist in style and is constructed in lighter coloured brickwork. It incorporates curved walls of metal-framed glass and brick, forming finely proportioned horizontal lines. These are offset by larger cubic forms of brick, with the whole design well balanced and a horizontal emphasis. This building is occupied by MIWE Pty Ltd.

Statement of Heritage Value:
The two former Tubemakers Administration Buildings at Kilburn are important as examples of the expansion of secondary industry in South Australia and the need for industrial buildings to accommodate this in the late 1930s and during the Second World War. The buildings are also interesting for their creative architectural design; Administration Building 1 is traditional in style, with Art Deco features, while Administration Building 2 is in Modern International style.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   They demonstrate important aspects of the evolution or pattern of the State's history, being examples of the expansion of secondary industry in South Australia and the need for industrial buildings to accommodate this in the late 1930s and during the Second World War.

(e)   They demonstrate a high degree of creative, aesthetic or technical accomplishment as outstanding representatives of early Modern commercial buildings

RECOMMENDATION:

It is recommended that the former Tubemakers Administration Buildings 1 and 2 at 498 and 500 Churchill Road, Kilburn be provisionally entered in the South Australian Heritage Register.

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   **C20 07**

ASSESSMENT OF HERITAGE VALUE:

(a)   They demonstrate important aspects of the evolution or pattern of the State's history.

Pipe and tube were first imported into Australia in the early 1800s and in 1882 Lloyd & Lloyd established a sales office for this product in Sydney. Over the next two decades other firms set up in competition across the country. In 1911 Stewarts & Lloyds (Australia) Ltd was formed and established sales offices in Sydney, Melbourne, Perth and Brisbane. It was not until 1934 that that manufacture of steel pipe commenced in Australia, when Stewarts & Lloyds Ltd of Britain formed a joint venture with the Broken Hill Proprietary Company Limited to produce steel pipe on a continuous weld mill at a site near the Newcastle Steelworks. In 1938 Stewarts & Lloyds (Australia) Pty Ltd and Tube Investments Ltd of Britain jointly established British Tube Mills (Australia) Pty Ltd (BTM) at Kilburn in the Dry Creek area of Adelaide. The decision to establish the factory at Kilburn was strongly influenced by the cooperation of the South Australian Government under Premier Richard Butler and later Premier Thomas Playford.

The company purchased forty acres of former Crown land at Kilburn and the first truss to go into place for the first building was erected on 3 May 1939. Tube production began on 27 September, within days of the outbreak of the Second World War. One weld mill and six drawbenches initially supplied tube for aircraft guns and navy boilers. By 1940 the number of drawbenches had increased to 16, enabling BTM to produce 30 million metres of steel tubing by the end of the war. The Manipulation Department commenced during the Second World War, with workers using a manipulation press to produce complicated components ranging from Sten Gun barrels to twenty-five pounder gun trail legs. Wartime petrol rationing from 1940 saw the founding of a new industry for Australia, gas cylinder production, produced by the Kilburn factory for use in motor vehicles.

In 1946 a holding company, Tubemakers of Australia Limited, was formed to consolidate the various Australian interests of Stewarts & Lloyds, BHP and Tube Investments. The group restructured in 1969 for public listing. Golf shaft production began in collaboration with USA company, True Temper Corporation. Automotive component production commenced with the manufacture of the first Holden car in Australia in 1947. Since then the factory expanded its range of products to include motor cycle frames and rims, gold shafts, chairs, bobbins, HPG and LPG cylinders, hydraulic tappets and defence equipment. Apart from defence products, all the items produced were used in motor vehicle manufacture.

The new company opened another plant at Dingley, Victoria. In addition to the Adelaide office, sales offices had opened in Melbourne and Sydney in 1942. Known as Bundy, the company produced double-wrapped Bundy weld steel tubing from 1954 and single wall electric weld steel tubing from 1977. The introduction of computers meant it was able to produce a wide range of components for automotive, refrigeration, electrical and general industries. A computer system was also introduced for administrative functions.

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   C20 07

Administration Building 1 is located at 500 Churchill Road, Kilburn and currently forms the administration office of Veolia Environmental Services. Administration building 2 is located at 498 Churchill Road and is currently occupied by MIWE Pty Ltd. Both buildings are in very good condition.

(e) They demonstrate a high degree of creative, aesthetic or technical accomplishment or are outstanding representatives of particular construction techniques or design characteristics.

The former Tubemakers Administration Buildings 1 and 2 are quite different in design and both display creative flair and technical skill in their execution. Building 1 was constructed in 1939 and is in an eclectic architectural style. Constructed of the red brick typical of the period, an Art Deco approach is used in the chevron motifs of the brick detailing, the recessed brick walls around window openings and concentration of ornament on the upper part of the building. While the cement rendered front entrance portico is of classical Grecian style, this is in keeping with the Art Deco feature of a monumental entrance. The pitched corrugated iron roof is visible behind the decorative parapet and a cupola forming a roof vent crowns the building. The parapeted brick walls continue at either side of the building for the space of another pair of windows. The rear half of this building was added in 1940–42 and, while not as decorative, is similar in style to the front part. This part is of the same brick and has timber eaves under a corrugated iron roof, except for the north western end where a rendered parapet surmounts the brick wall and concrete columns are incorporated into the entrance.

Administration Building 2 (1940–42) is designed in a Modern (later known as International or Functionalist) style. It is asymmetrical and has curved walls of brick and metal-framed glass (ribbon windows) that intersect with more massive cubic forms. The structure is well balanced with strong but finely proportioned horizontal lines that emphasise its horizontal nature. The architect for Administration building 2 is believed to be Chrisopher Smith, who designed Council offices at Brighton, Port Adelaide and Hindmarsh, as well as the Capri Theatre at Goodwood, and his own residence at Prospect. The architect for Administration Building 1 is unknown, although its Art Deco features indicate that it may also have been designed by Smith.

An aerial view of British Tube Mills (Aust.) factory at Kilburn, taken in 1947, shows the two administration buildings on the left side.

REFERENCES:

Apperly, Irving & Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, 1989.
Taylor Weidenhofer, Enfield Heritage Survey, 1996.
BTM Kilburn South Australia, 1939–1989, Tubemakers of Australia Limited, 1989.
State Library of South Australia, photograph B24050, British Tube Mills factory at Kilburn: aerial view, 1947.

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   C20 07

SITE RECORD:

FORMER NAME:	Tubemakers Administration buildings	
DESCRIPTION OF PLACE:	Two brick buildings - Administration Building 1 of red brick in a traditional style with Art Deco features; Administration Building 2 of brown brick and of a modern international design.	
DATE OF COMPLETION:	1939–42	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Administration buildings 1939+
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	Building 2: Chris Smith 1940–42
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Manufacturing Office building
LOCAL GOVERNMENT AREA:	**Description:**	Port Adelaide Enfield
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 498 & 500 Churchill Road Kilburn 5084 2 Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5951 969 Lot CP n/a Yatala

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   **C20 07**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	278950
	Northing:	6140400
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Community Corp 23054
	Address:	500 Churchill Road
	Town/Suburb:	Kilburn
	Post Code:	5084

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   **C20 07**

Location Map

Aerial view of Former Tubemakers Administration Buildings 1 and 2

(Google Earth)

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   **C20 07**

Former Tubemakers Administration Building 1, looking north-west

Former Tubemakers Administration Building 1, looking south

FORMER TUBEMAKERS ADMINISTRATION BUILDINGS 1 and 2   **C20 07**

Former Tubemakers Administration Building 2, looking north-west

Former Tubemakers Administration Building 2, looking south-west

CITY OF MITCHAM COUNCIL CHAMBERS   C20 08

Place Name and Address: City of Mitcham Council Chambers
131 Belair Road,
Torrens Park   SA   5062

SUMMARY OF HERITAGE VALUE:

Description:

This is a two storey building of cement-rendered brick, finished in Art Deco style. Features of this style include an imposing decorative parapet which gives the building the appearance of a grand scale on its corner site; decorative panels between the first and second floor windows; and a curved front entrance with a rectangular fanlight above. This is surmounted by a balcony on which the words 'The City of Mitcham' are inscribed in capital letters. The metal framed windows are recessed, with minor decorative elements above the first floor windows, just below the parapet. The concrete steps leading to the front corner entrance are flanked by two lanterns on concrete pillars. The eastern side of the building is undecorated, with six metal framed windows. The interior of the building also has Art Deco features. The modern low scale offices adjoining this building were constructed in 1970.

Statement of Heritage Value:

The Mitcham Council Chambers building is associated with the development of the City of Mitcham and of local government in South Australia. It was the second purpose-built Council building associated with Mitcham Council, which was proclaimed in 1853 and was the first District Council in South Australia. It shows a high degree of creative and technical skill by the architects, Dean Berry and Christopher Smith. Berry was to become one of the State's prominent architects and a president of the South Australian Institute of Architects and Smith went on to design many of Adelaide's public buildings.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, being associated with the development of local government in South Australia.

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics, being an early example of Art Deco style in South Australia.

RECOMMENDATION:
It is recommended that Mitcham Council Chambers be provisionally entered in the South Australian Heritage Register.

CITY OF MITCHAM COUNCIL CHAMBERS   C20 08

ASSESSMENT OF HERITAGE VALUE:

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

Mitcham Village was established in 1840 and by the early 1850s was experiencing rapid growth and development. A number of villages with main road frontages were established across the district, as well as farms, hay paddocks, market gardens, vineyards and almond plantations. The impetus to form a council resulted from residents' concern about the state of the Bulls Creek Road (now Unley and Belair Roads), one of the main roads to Adelaide from Mitcham, which often turned into an impassable bog. Residents met in September 1851 to discuss the roads issue and again in February 1853, when they decided that the only way to improve the quality of local roads was to form a District Council. They discussed the proposed boundaries of the new council area and within a short time, on 12 May 1853, the Governor, Sir Henry Fox Young, proclaimed the District Council of Mitcham.

This was the first district council to be proclaimed in South Australia. In 1840 South Australia proclaimed the municipality of Adelaide, the earliest in Australia. An 'Act to appoint District Councils' was passed in November 1852 and Mitcham became the earliest District Council to be proclaimed. Unley Road was upgraded in 1855 and directly connected to the city; it gradually became the main route to southern Mitcham.

The Council operated from a variety of premises for the next 55 years, including private houses, hotels and the Mitcham Institute. An office for council business was built on the corner of Belair Road and Tutt Avenue in 1908 and in 1917 Tom Barr Smith offered the council a block of land when the family's Torrens Park Estate was subdivided to create the suburb of Torrens Park. However, this block, located on the corner opposite the present Council Chamber, was considered too small and the Council offered to pay a small amount for the present block. Lots 2, 3, 4, 12 and 13, comprising about an acre, were purchased, as well as Lot 14 on the opposite corner, for £539.

The Depression intervened before the second purpose-built Mitcham Council building could be constructed. From 1929 interstate and overseas markets for primary products disappeared, unemployment soared and wages plummeted. In Mitcham, as elsewhere, many people were forced to build their own primitive dwellings, often of galvanised iron. Consequently, when the new Council Chamber was constructed in 1934, funding was limited and costs were kept to a minimum. Mrs A J Penno, the wife of the Chairman, laid the foundation stone on 20 January 1934 and the Council was able to move into the new premises on 9 June in the same year. The architects were Dean Berry and Christopher Smith and the builders, Messrs J Grove & Son, erected it at a cost of £5,250.

New office accommodation was required as staff numbers increased in the late 1960s and a low scale addition was built in 1969–70. The modern addition at the southern end has been built in a way that does not detract from the earlier building but tends to emphasise its grand scale.

CITY OF MITCHAM COUNCIL CHAMBERS   C20 08

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

This building was designed by architect Dean Berry and Christopher Smith. Berry, who was to become one of South Australia's prominent architects, was articled to architect, Eric McMichael in 1921 for the usual four-year term. From a privileged background, he was able to travel overseas at the age of 22 and spent 12 months touring Europe, Britain and the USA with his new wife. While the European part of the tour gave him an interest in restoration work, he saw the latest construction techniques being used in New York, including the use of concrete beams and structural steel. After his return in 1928, however, the Great Depression set in and work opportunities were scarce. He received a commission for a three-story block of flats through a family friend and others for churches at Croydon (1929), Angaston (1930) and Torrens Park (1933). He managed to build up a reputation and as the country slowly emerged from the Depression, his work increased. One of his commissions in 1934 was for the Council Chambers at Mitcham, and it was a Council requirement that it be designed in the modern style. This style was a departure from Berry's previous work.

In 1936 Berry was fortunate to be given the commission for the design of Centennial Hall at the Wayville showgrounds, a major project to commemorate the State's Centenary. Centennial Hall (demolished in 2007) was also designed in Art Deco style and it appears that the design for the Mitcham Council Chamber two years earlier was Berry's first foray into this style, which was not his preferred style. This is probably why he worked with Smith, who was well-versed in the style at this time.

Berry was an active member of the South Australian Institute of Architects from 1925 and its President from 1939 to 1941. His strong interest in architectural history also led to his interest in the National Trust of South Australia; he was foundation Chairman of the Trust's Early Buildings Committee and the Trust's president from 1966–1971. Berry played a leading role in the establishment of the Faculty of Architecture and Town Planning at the University of Adelaide and was a Faculty member from 1963–1967. In 1953 he received the Queen's Coronation Medal and in 1964 he was made a Commander of the Most Excellent Order of the British Empire (CBE) for his 'contribution to the profession of architecture'. In Berry's honour, the Architects Board of SA established an annual Dean W Berry Prize in Architecture at Adelaide's two architectural schools.

Christopher Smith was an architect who designed many of the new public buildings in Adelaide in the 1920s and 1930s. He commenced his career working on picture theatres, first as works foreman for the York Theatre (1921) on the corner of Rundle Street and Gawler Place (demolished 1961), then as supervising architect for the Austral Picture Palace at Kilkenny (1922), and as architect for the Ozone theatre at Alberton (1924), the Princess (later the Chelsea) in 1924 at Marryatville, the Garden Theatre at Colonel Light Gardens (1926) and the Ozone at Enfield (1926). He was also involved in alterations and additions to picture theatres and hotels in both Adelaide and regional

CITY OF MITCHAM COUNCIL CHAMBERS   C20 08

South Australia, including altering and extending the Semaphore Town Hall for use as a picture theatre in 1929, and he may have designed the Semaphore Soldier's Memorial Hall at the same time. He also designed the town halls for Clare and Peterborough and an Institute building at Warradale.

Smith's preferred style was the 'streamlined modern' and he developed this style in the 1930s to include other aspects of what came to be known as the 'Art Deco' style. He was the architect for refacing a theatre/town hall in Art Deco for the Hindmarsh Council in 1936. He designed municipal offices and council chambers at Brighton in 1937 and Port Adelaide in 1939, both in the Art Deco style. He also designed the Capri Theatre (SAHR), initially known as the Goodwood Star, at Goodwood in 1941 and, in the same year he was the architect for an administration building for British Tube Mills at Kilburn.

Built in 1934 as South Australia was emerging from the Depression, Mitcham Council Chambers was described at the time as being 'of simple design with modernistic tendency', with the exterior of the brick building 'rendered in grey Portland cement and finished in white cement'. The windows were steel-framed and the circular entrance doors, which were 'enriched with stainless steel bands', were 'in keeping with the general design' (all quotes from *Constructional Review*, 16 July 1934, quoted in Taylor Weidenhofer, 1995, p. 712). This entrance doorway was a highlight and the main entrance steps that led to it were flanked by two piers, at the top of which were lanterns, also of stainless steel.

The construction of adjoining office accommodation in 1969–70 was due to increasing staff numbers. Its low scale modern design emphasizes the grand scale of the earlier building.

REFERENCES:

Lothar Brasse and Alex Marsden, City of Mitcham Heritage Survey, 1979.
Susan & Julie Collins, 'Berry, Dean Walter, 1904 – 1986', database of architects, Louis Laybourne Smith School of Architecture and Design
 McDougall & Vines, City of West Torrens Heritage Survey, 1998
Michael Page, *Sculptors in Space*, 1986.
James Potter, 'Art Deco Adelaide', *Place South Australia*, Vol. 2, No. 3 Dec/Feb 2007, pp. 7-12,
Taylor Weidenhofer, Mitcham Heritage Survey, 1995.
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CITY OF MITCHAM COUNCIL CHAMBERS   **C20 08**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: A two storey building of cement-rendered brick, finished in Art Deco style. The interior also has Art Deco features.

DATE OF COMPLETION: 1934

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**
                             Dates: 1934+

PREVIOUS USE(S):   **Description:**   n/a
                             Dates: n/a

ARCHITECT: **Name:**   Dean Berry & Christopher Smith
                             Dates: 1934

BUILDER: **Name:**   J Grove & Son
                             Dates: 1934

SUBJECT INDEXING: **Group:**   Community facilities
                             Category: Town hall

LOCAL GOVERNMENT AREA: **Description:**   City of Mitcham

LOCATION: **Unit No.:**   -
                             Street No.:   131
                             Street Name: Belair Road
                             Town/Suburb: Torrens Park
                             Post Code: 5062
                             Region No.:   2
                             Region: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                             Volume: 5753
                             Folio: 107 & 108
                             Lot No.:   L221
                             Section: 245
                             Hundred: Adelaide

CITY OF MITCHAM COUNCIL CHAMBERS **C20 08**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	281780
	Northing:	6127170
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	City of Mitcham
	Address:	PO Box 21
	Town/Suburb:	Torrens Park
	Post Code:	5062

CITY OF MITCHAM COUNCIL CHAMBERS C20 08

Location Map

Aerial view of City of Mitcham Council Chambers

(Google Earth)

CITY OF MITCHAM COUNCIL CHAMBERS C20 08

City of Mitcham Council Chambers, looking south-east

City of Mitcham Council Chambers, looking south-west

REPATRIATION GENERAL HOSPITAL   **C20 09**

Place Name and Address: Repatriation General Hospital
                                Daws Road
                                Daw Park   SA   5041

SUMMARY OF HERITAGE VALUE:

Description:

The Repatriation General Hospital at Daw Park comprises a complex of buildings constructed in 1942 and 1943. The administrative block comprises buildings 21 to 25 which are located at the main entry from Daws Road. These four buildings, designed in the American colonial style, are of rendered brick with pitched terracotta tiled roofs. The sash windows are timber-framed and small-paned. The main block (building 21 and 25) has a central wing of two storeys and an entry portico in classical style, with a balustraded balcony above; a cupola adorns the roof. Buildings 22 and 23 are also of two storeys and in the same style. Building 24 is a small single-storey room at the entrance; this former gatehouse now serves as the medical library. Located behind the main administrative block are three wards (buildings 34 to 42) which are built in similar style, of rendered brick with terracotta tiled roofs, with small-paned timber-framed windows. They are single-storey, with a courtyard at the centre and another located between these buildings and the administrative block. Behind these wards are two more early buildings: the SPF Hall (building 55–57), a single storey building of painted brick with a pitched terracotta tiled roof; and the Hospital Chapel (building 59), a red brick building with steeply pitched tiled roof and stained glass windows. To the east of these buildings are wards 1 to 8 (buildings 71 to 80), comprising four buildings in similar style, of painted brick with pitched terracotta tiled roofs; these four buildings all have an eastern entry of curved brick and painted render, with curved metal-framed glass windows and an unusual curved and fluted concrete parapet. The former post office (now the museum) is a corrugated iron building, including the roof, with small-paned timber-framed windows; it has a verandah with timber posts and floor. All of these buildings are in original and good condition externally, except for the main block (building 21 and 25) which has been extended on the western side and wards 1 to 8 (buildings 71 to 80), which have had some exterior alterations.

Statement of Heritage Value:

The Repatriation General Hospital at Daw Park is historically significant as part of the infrastructure built to accommodate servicemen during the Second World War. While many buildings were acquired for military purposes during the War, the hospital was purpose-built to provide rehabilitation to returning servicemen and women during and after the Second World War. The rapid construction of the hospital buildings resulted from the experience gained after the First World War of the need for such a facility. When built, 105 AMH at Daws Road was the most modern development of its kind in South Australia.

REPATRIATION GENERAL HOSPITAL   C20 09

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, being part of the infrastructure built to provide medical services and rehabilitation to returning servicemen and women during the Second World War.

(g)   It has a special association with an event of historical importance, being an important part of the physical legacy of the events of the Second World War.

RECOMMENDATION:

It is recommended that the nominated area of the Repatriation General Hospital be provisionally entered in the South Australian Heritage Register .

(The recommended place does not include Dawes House on the eastern side of the complex, fronting Goodwood Road. This was a pre-existing grand residence dating from before the wartime events assessed as of significance here, later incorporated into the Repatriation Hospital. It is in the Schedule of Local Heritage Places in the City of Mitcham's Development Plan, and this is considered to be an appropriate level of recognition.)

REPATRIATION GENERAL HOSPITAL   **C20 09**

ASSESSMENT OF HERITAGE VALUE:

>   **(a) It demonstrates important aspects of the evolution or pattern of the State's history.**

The Australian Government at the end of the Great War guaranteed those who served there would receive not only their due recognition and reward, but also whatever medical and practical help and support they needed to resume their civilian life. In June 1940 the South Australian State Cabinet agreed to build a new army hospital. Because of the wartime emergency, things moved very quickly. Local architects Woods, Bagot, Laybourne-Smith and Irwin were commissioned to develop plans and oversee the building of the new Army Hospital. The supervising architect was Louis Laybourne-Smith. It was proposed that once the war was over, the hospital would become a Repatriation Hospital.

A site near the corner of Daws Road and Goodwood Road, known as the Cudmore Estate, was chosen and obtained under wartime emergency regulations. The large bungalow style home at that time fronting on to Daws Road was called Cudmore House. It still stands today in Lancelot Drive. Springbank military camp was located on Daws Road opposite the new hospital. The army also commandeered a property on Goodwood Road belonging to Mrs Isabel Dawes. It became part of the 105 Australian Military Hospital which in 1946 became Repatriation General Hospital. The elegant Queen Anne Revival House is now Daw House Hospice and remains today a well-known landmark.

The 105 Australian Military Hospital (105 AMH) was formed circa 10 June 1941 and Lieutenant-Colonel Frederick Neil Le Messurier DSO MD was appointed Commanding Officer. Le Messurier, who served in Gallipoli and France, was known as an energetic and enthusiastic Commanding Officer, with distinguished academic and sporting records and an impressive war record. The South Australian Works Director reported formally to the Director General in Melbourne that the hand-over to the army took place on 20 January 1942. Building commenced on the site and in January 1942 the new hospital's temporary headquarters was set up in Daw House. From this location, Le Messurier was well positioned to supervise the building program, which progressed in stages. Three wards were completed in 1942 and the administrative block, built in the American colonial style, also opened. Le Messurier supervised the shifting of the administration services from Daw House to the A Block, which was completed on 22 August 1942.

The three wards that were opened provided 170 beds and the first patients were admitted on 21 February 1942. Although these first wards were completed within a surprisingly short time, temporary huts and tents continued to be used for several years. Up to 350 patients were accommodated in these large army issue tents known as EPIPs (which stood for 'Eight Person, India Pattern'). Timber prefabricated buildings were also used for patients and staff 'offices'. Staff, including nurses, aides and orderlies, slept in smaller tents, enduring stifling summer heat and wet muddy winters. It was not until late 1944 that the last of the tents were struck, with all 492 patients at that time housed more comfortably in completed buildings. Over the next months more buildings were

REPATRIATION GENERAL HOSPITAL   C20 09

completed and handed over to the Department of the Army. Eventually there were 12 ward blocks capable of accommodating up to 700 patients.

The early months of the hospital coincided with the rapid Japanese advance in the Pacific. Pearl Harbor was bombed as the hospital was being built, but the bombing of Darwin on 19 February 1942 really brought the threat of invasion home to Australians. In a mood of near panic, Adelaide made hasty preparations to fend off an expected Japanese invasion. Metropolitan beaches were protected with barbed wire, gun emplacements were dug, and public buildings in the city sand-bagged; air-raid shelters were dug in Victoria Square and a number of city parks and schools, as well as many backyards.

In addition to a number of slit trenches, two air-raid shelters are known to have been constructed on the hospital grounds on the south-eastern corner of the site, between the Wards and Daw House. Fortunately these were never required for their intended purpose, but became infamous as clandestine meeting places for couples seeking a little privacy! It was also reported that at one time a certain hospital orderly was using one of the shelters to grow mushrooms for sale, and jealously guarded his crop against intruders. A number of other precautions against air-raid were also rapidly put in place at the hospital, including reinforcing some walls with concrete and taping all glass windows.

The post office, a small building of corrugated iron with a timber-floored verandah, was set up at the same time as a number of other huts on Service Road. These were built as a temporary measure but were more permanent than tents. Other huts appeared after the War and this building remained the same wartime hut until it was closed. After this, it became the hospital's museum, as it remains today.

Construction of the Schools Patriotic Fund (SPF) Hall began on March 18 1943 and it was completed on 26 August. The SPF contributed £3,500, which was raised by children throughout the State. The Red Cross provided the balance to make up the £4,000 estimate, as well as £750 for the adjacent reading and other rooms. These were furnished by the gift of the Girl Guides Thrift Campaign.

Costing £2,742, the chapel was opened by Brigadier Bundock on 12 May 1944. The chapel is bifid, with the Roman Catholic end facing west and the Church of England end facing east. Pews can be swung back or forth to cater for large congregations facing one end or the other. When built, it was a remarkable ecumenical achievement, believed to be the first of its kind in the country.

When built, 105 AMH at Daws Road was the most modern development of its kind in South Australia. The architectural concept of single-storey pavilion wards was standard for new hospital development at the time and it was only when space became a constraint that hospitals were built in large multi-storey blocks.

REPATRIATION GENERAL HOSPITAL   C20 09

(g)   It has a special association with an event of historical importance.

Rehabilitation for returning servicemen and women had a number of dimensions. First there was medical rehabilitation, that is, the restoration of health and capacity to those who had been injured or who had become ill during their service. The Repatriation Commission also recognised that a whole generation of young men and women had undergone an enormous dislocation to their lives in the six years of the war. For many of them these were the years during which they would have established themselves in jobs, married, set up homes and started families. Instead, existing relationships were often disrupted by long absences from home.

Second World War veterans felt that their experiences could never be truly understood by those who had stayed at home, and they missed the comradeship of their army mates. The solution for this was seen in re-establishing normality as soon as it could be done. Under the Repatriation Services Department, various vocational training schemes were set up to assist veterans back into the workforce, or to qualify for entrance to University. Housing assistance was made available through Defence Service Homes, and veterans who were interested in taking on farming careers were assisted to do so under the Soldier Settler Scheme.

105 AMH provided occupational therapists who instructed patients in various handcrafts, including leatherworking, weaving, pottery and carpentry, or encouraged them to express themselves creatively through painting and sculpture. Sports such as badminton, pingpong and archery were encouraged. Convalescent patients were also able to play lawn bowls on the newly constructed bowling green, a gift from the bowlers
of South Australia.

Occupational Therapists also took charge of gardening activities around the hospital, with patients assigned to establishing new flower gardens alongside the wards and workshops. Extensive vegetable gardens were laid out in the paddock south of Daw House towards Goodwood Road, and the hospital kitchens were kept well supplied with fresh produce. Patients were also involved in animal husbandry, with poultry farming being carried out on quite a large scale, as well as a number of cows kept for milking, and a small herd of pigs fattened on the 'slops' from the hospital kitchen. Guinea pigs and rabbits were also raised for use in the hospital laboratories.

In 1944 it was recorded that a total of 71 patients were involved in gardening and animal husbandry of some kind. As well as giving patients something useful to do, and achieving significant savings for the hospital kitchens, it was considered that imparting the skills to enable patients to grow their own food at home, or perhaps undertake a new career in farming, would help them make the transition back into civilian life.

REPATRIATION GENERAL HOSPITAL   **C20 09**

REFERENCES:

Peter Last, *The Repat: a biography of Repatriation General Hospital*, 1994
Website: <http://www.rgh.sa.gov.au/media/internet/HISTORYOFREPAT.pdf>

REPATRIATION GENERAL HOSPITAL   C20 09

SITE RECORD:

FORMER NAME: 105 Australian Military Hospital; "The Repat"

DESCRIPTION OF PLACE: A complex of single and double storey buildings, including administration buildings, hospital wards, a chapel and SPF Hall.

DATE OF COMPLETION: 1942–1944.

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Hospital
                        Dates: 1942+

PREVIOUS USE(S):   **Description:**   n/a
                        Dates: n/a

ARCHITECT: **Name:**   Woods, Bagot, Laybour Smith and Irwin
                        Dates: 1942

BUILDER: **Name:**   n/a
                        Dates: 1940–42

SUBJECT INDEXING: **Group:**   Health
                        Category: Hospital

LOCAL GOVERNMENT AREA: **Description:**   Mitcham

LOCATION: **Unit No.:**   -
                        Street No.:   -
                        Street Name: Cnr Goodwood Road & Daws Road
                        Town/Suburb: Daw Park
                        Post Code: 5041
                        Region No.:   2
                        Region: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                        Volume: 5275
                        Folio: 332
                        Lot No.:   n/a
                        Section: 7
                        Hundred: Adelaide

REPATRIATION GENERAL HOSPITAL   **C20 09**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	280000
	Northing:	6125300
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Minister for Health
	Address:	n/a
	Town/Suburb:	Adelaide
	Post Code:	5000

REPATRIATION GENERAL HOSPITAL   **C20 09**

Location Map
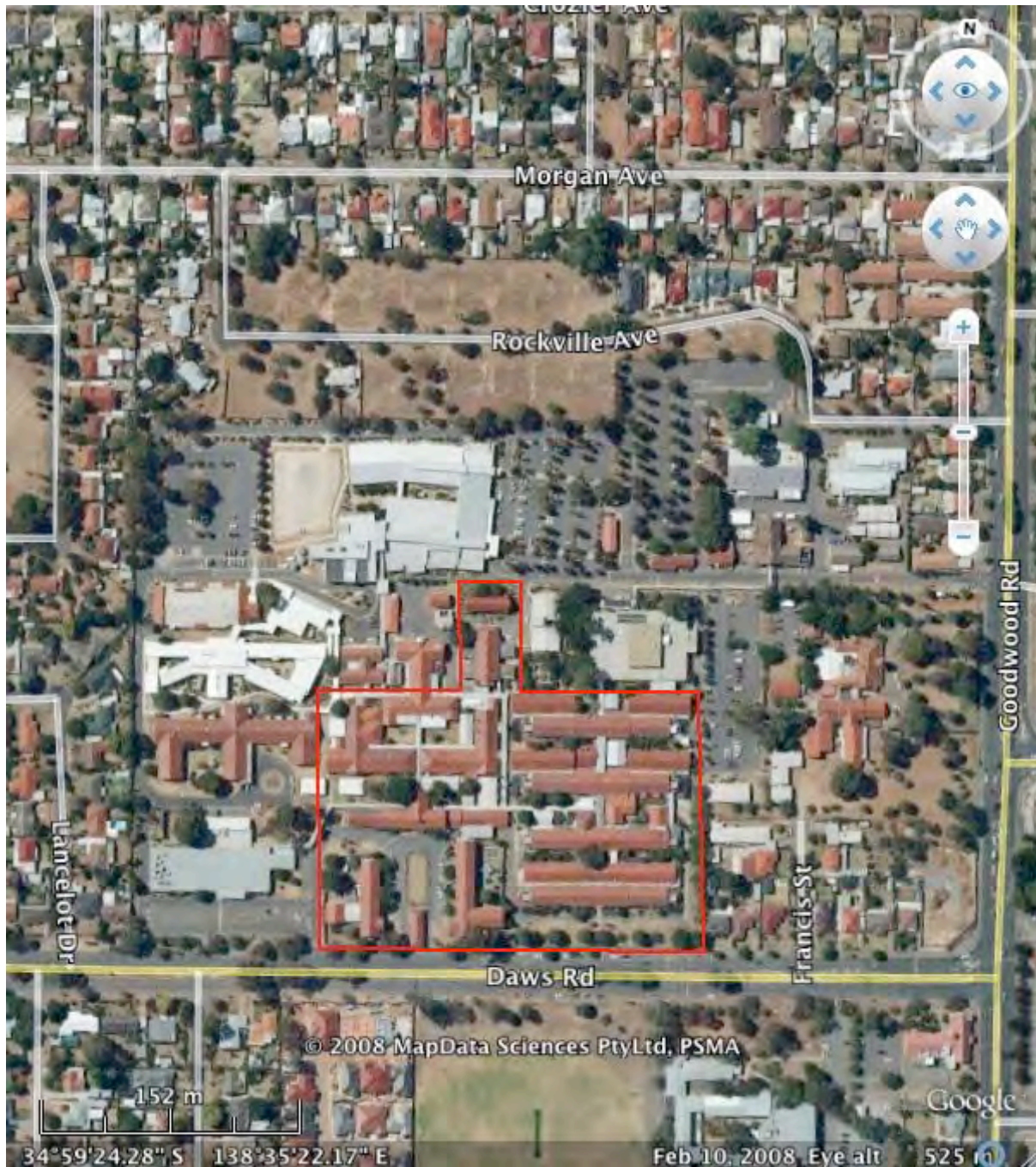
Aerial view of Repatriation General Hospital, with proposed heritage place outlined in red

(Google Earth)

REPATRIATION GENERAL HOSPITAL **C20 09**

Repatriation General Hospital

Repatriation General Hospital

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL C20 10

Place Name and Address: Former Headmaster's Residence
            Urrbrae Agricultural High School
            505 Fullarton Road
            Netherby SA 5062

SUMMARY OF HERITAGE VALUE:

Description:

This is a large two-storey building of red brick with Marseilles tiled hipped roof, five brick chimneys, cement rendered columns and small-paned double hung sash windows. The headmaster's residence faces east and there are porches with upper balconies under the roof on either side. An emblem in the shape of a wheatsheaf above the entrance door, at the northern end of this side, has the date 1930 on it. There are single-storey rooms on the northern and southern sides. Internally, there have been some changes to the proposed use for the rooms; for example, the part of the school designed for boarders is used for laboratories. However, neither the interior structure nor the exterior has been altered.

Statement of Heritage Value:

The former headmaster's residence at Urrbrae Agricultural High School is significant for its association with Peter Waite, a prominent South Australian pastoralist who donated his property to the South Australian Government for use as an agricultural and forestry research unit in 1913, as well as 114 acres of adjoining land for use as an agricultural high school. Due to the effects of the Depression, the former headmaster's residence was the only one of five planned buildings to be erected. Opened in 1932, it was the first high school of its type to be established in South Australia and has continued to educate South Australian secondary aged students in an agriculturally focused curriculum to the present.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a) It demonstrates important aspects of the evolution or pattern of the State's history, as it was the first secondary school with the main focus on agriculture to be established in the State.

(g) It has a special association with the life or work of a person of historical importance, Peter Waite.

RECOMMENDATION:

It is recommended that the Urrbrae Agricultural High School be provisionally entered in the South Australian Heritage Register.

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   **C20 10**

ASSESSMENT OF HERITAGE VALUE:

(a) It demonstrates important aspects of the evolution or pattern of the State's history.

Peter Waite recognised the need for scientific training in agriculture and in 1913 donated 114 acres to the South Australian Government for the purpose of establishing an agricultural high school. This donation was made at the same time as the 134 acres Waite donated to the University of Adelaide to be used for agricultural research and teaching and for a public park. The land donated to the University of Adelaide, which now forms the Waite Agricultural Research Institute and the Waite Arboretum, is on the eastern side of Fullarton Road. The land on which Urrbrae Agricultural High School is located is on the western side of Fullarton Road. Twenty acres of this land was originally owned by the Hon George Hall, MLC, who built a large two storey house on the property for himself in 1853 and named it 'Woodside'.

In 1915 Peter Waite purchased the adjoining estate of "Claremont" and part of the "Netherby" estate, and added them to his bequest. The estates passed to the respective recipients when Waite died in 1922 but no building activity occurred for several years. The house at 'Woodside' was demolished in 1930 and the Department of Education and Children's Services prepared plans for a boarding and day school. Building commenced in 1930 but the effects of the Depression meant that further work was suspended in 1931, as loan funds were unavailable to continue the building. The headmaster's residence, kitchen quarters of the school and some dormitory accommodation was all that was completed of the five proposed buildings, at a cost of £11,064. The first headmaster, Mr AR. Hilton, urged that the school open in these limited quarters, and it did so on 2 February 1932 with 60 students.

Before the school officially opened, students from the nearby Unley High School, which was overloaded by an enrolment of over 1,000 students in 1931, were accommodated there. For several weeks, three classes and three teachers were located at Urrbrae, which was about 1.6 kilometres from Unley High School. During 1932, 80 of the Unley High School students enrolled at Urrbrae, and Unley did not relocate any of its own students there. Unley High School's difficulties with numbers were resolved when fees were introduced for all high school students in 1934. The building at Urrbrae High School continued to be used as classrooms and it has never operated as a boarding school as originally proposed (Creswell, pers. comm. 2007).

It was not until the introduction of the Education Act in South Australia in 1875 that it became compulsory for all children to attend primary school. From that time, the education system expanded rapidly and coeducational academic state high schools were established from 1908. Urrbrae Agricultural High School, with its agriculturally focused curriculum, was the first of its type to be established in South Australia. Roseworthy Agricultural College, established in 1883, was for a higher level of vocational training in agricultural studies.

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   C20 10

As the Depression also meant that the supply of materials to schools was curtailed, the Director of the Botanic Gardens, Mr Bailey, and the Director of the Waite research Institute, Dr A.E.V. Richardson, both volunteered to provide equipment and materials to assist in practical training for students at Urrbrae. Although this training was limited at first, headmaster Hilton arranged visits to factories, farms and orchards around Adelaide and the school gradually began to make small profits from its produce. School records show that the average number of students from 1932 to 1948 was 82, but this had increased to over 300 by 1954 and over 500 in 1964 (Norman, 1954, p. 146). A grove of 18 Arizona Cypress (*Cupressus arizonica*) trees was planted near the school on 26 July 1946 as a memorial to those students who died in the Second World War.

The first Year 12 class was formed in 1967 and in 1983 Urrbrae had 806 students. The first female students were admitted in 1974. Until 1966 the Waite Institute rented most of the School's 134 acres for a peppercorn rental to conduct field experiments. This severely restricted the amount of practical farming the School could undertake. With the granting of land at Mintaro to Waite for experimental use, the land was gradually returned to the School and it was able to expand its agricultural activities. In 1969-70 a rebuilding programme replaced pre-fabricated classrooms with 18 new brick classrooms, 6 laboratories and a hall. The School added a swimming pool in 1968 and a gymnasium in 1985. Today Urrbrae Agricultural High School is a comprehensive secondary school focusing on agriculture, technology and the environment. It has continued to educate South Australian secondary aged students in an agriculturally focused curriculum from 1932 to the present and provides more comprehensive courses in agriculture and horticulture than other secondary schools in South Australia. It has retained the original 46 hectares (114 acres), and this now includes defined areas for farming, plant and animal husbandry, environmental land, pasture, horticulture and arboriculture paddocks, and an extensive flood mitigation and wetlands education and land management project.

(g)   It has a special association with the life or work of a person of historical importance, Peter Waite.

Peter Waite was born in Scotland in 1834 and migrated to Australia in 1859 to join his elder brother, James, who held Pandappa station near Terowie in the mid-north. In 1862 he bought the adjoining Paratoo run with Thomas Elder and in 1863 took over the lease of Pandappa when his brother died. From 1869 Waite, Elder and N.E. Phillipson established an empire of sheep and cattle runs that stretched to the Queensland border. Waite became known for his innovative management of properties in the semi-arid country of the far north, including the value of fencing his properties, pasture improvement, the importance of breeding and rotation of paddocks, which led to significantly increased yields. He became the first chairman of Elder Smith & Co. and was a director of several rural businesses and an influential member of farming and employer organizations.

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   C20 10

In 1874 Waite purchased a property at Urrbrae and built his own grand residence there for his family. He donated the property to the University of Adelaide in 1913, subject to life tenancy for him and his wife. Half the estate was to be for agricultural research and teaching and half for a public park. Waite also donated additional nearby estates that he purchased and his gift, valued at £100,000, was one of the largest public donations by a South Australian colonist. In addition, he donated 114 acres to the State Government to establish the Urrbrae Agricultural High School.

Waite wrote to Premier Peake on 3 October 1913 to advise that he was offering his house and grounds to the University, and also wrote that:

> I now formally offer to the Government of South Australia part Section 250, Hundred of Adelaide, containing 114 acres for the purposes of an agricultural high school; this land adjoins 'Urrbrae'. (Norman, 1954, p. 144).

Waite gave his reasons for this donation, which included 'the wonderful work …our agriculturalists and pastoralists…have accomplished in the face of heavy odds…' With little scientific training they had 'placed our wheat, wool and fruits in the highest estimation of the world' (quoted in Norman, 1954, p.145). South Australian sheep were of a quality that was sought after, not only by the other States, but also by South Africa; agricultural machinery was being copied by America; and farming methods were seen by the other States as the most modern and practical for Australian conditions. He thought it timely that science should now be used to keep this reputation in the forefront. He wished for some arrangement to be made for the boys (it was a single sex school) who distinguished themselves at the Agricultural School to continue their training at the nearby university.

When Peter Waite and his wife died in 1922, the main part of the estate passed to the University of Adelaide. The Waite Agricultural Research Institute was established in 1925 and the arboretum in 1928 on the land that Waite donated to the University. The Urrbrae Agricultural High School was established in 1930 on the land that Waite donated to the South Australian Government.

REFERENCES:

Annely Aeuckens, *More About Mitcham*, City of Mitcham, 1989.
Craig Campbell, "Schools and schooling", *Wakefield Companion to South Australian History*, 2001.
Craig Campbell, *State High School Unley*, 1985, pp. 6, 66.
W.A. Norman, *History of the City of Mitcham*, 1954, pp. 144-146.
Yvonne Routledge, Peter Waite, in John Healy (ed), *SA's Greats*, 2002.
Taylor Weidenhofer, Mitcham Heritage Survey, 1995.
Dean Creswell, Assistant Principal, Urrbrae Agricultural High School, pers. comm., 2007
Website: <http://www.urrbrae.org/about_us/about_us.html>

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   C20 10

SITE RECORD:

FORMER NAME:	Headmaster's residence	
DESCRIPTION OF PLACE:	A large two-storey red brick building.	
DATE OF COMPLETION:	1932	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Secondary school 1932-present
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	Department of Education and Children's Services 1930-32
SUBJECT INDEXING:	**Group:** **Category:**	Education Secondary school
LOCAL GOVERNMENT AREA:	**Description:**	Mitcham City Council
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- 505 Fullarton Road Netherby 5062 2 Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5540 952 332 466 Adelaide

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   **C20 10**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	283300
	Northing:	6128300
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Minister for Education
	Address:	31 Flinders Street
	Town/Suburb:	Adelaide
	Post Code:	5000

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   C20 10

Location Map

Aerial view of former headmaster's residence, Urrbrae Agricultural High School

(Google Earth)

FORMER HEADMASTER'S RESIDENCE, URRBRAE HIGH SCHOOL   C20 10

Former headmaster's residence, Urrbrae Agricultural High School

Former headmaster's residence, Urrbrae Agricultural High School

ADELAIDE SHOWGROUND STRUCTURES   C20 11

Place Name and Address: Adelaide Showground Structures,
68 Goodwood Road
Wayville SA 5034

SUMMARY OF HERITAGE VALUE:

Description:

Elders Pavilion is built of rendered masonry in the Spanish Mission style. It has a hipped roof of Spanish terracotta tiles, rendered stucco with exaggerated texture on the walls, large metal framed windows, and multi-arched loggias at the front and sides. The Old Ram Shed is a large rectangular building, built of brick with cement facings, with small-paned glass windows all along the sides, under and above which are located metal vents. The front and rear of the building have classical elements in their design, including pilasters, recessed brick walls with decorative brickwork at the top, and cement parapets with decorative brickwork. Entrances have large cement half-columns and entablatures, with large timber doors at the front and rear, and two large timber doors located on each side. The Wool Pavilion (now Stud Sheep) is a long rectangular red brick building with a corrugated iron roof. Brick pilasters divide the walls into bays and the pilasters along the front wall are attenuated in the scalloped parapet. The Secretary's office is at the centre of the showgrounds, a prominent two-storey rendered masonry building with Spanish details. The Ridley Memorial Gates are of rendered masonry, also with Spanish details.

Statement of Heritage Value:

The Elders Pavilion, the Old Ram Shed, the Stud Sheep Pavilion, the Secretary's Office, the Ridley Memorial Gates and associated fencing at the Wayville showgrounds are important for their demonstration of the development of the Adelaide show from the time it moved to Wayville. They are fine examples of the type of architecture and building materials of the late 1920s and 1930s used as the showground developed on this site. These structures are important elements in the Adelaide Show, which provides a rich and diverse heritage that is valued by a large section of the South Australian public.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   They demonstrate important aspects of the evolution or pattern of the State's history, in being representative of the infrastructure built during this period for the Wayville showgrounds.

(e)   They demonstrate a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

(f)   They have strong cultural or spiritual associations for the community or a group within it.

ADELAIDE SHOWGROUND STRUCTURES   **C20 11**

RECOMMENDATION:

It is recommended that the Elders Pavilion, the Old Ram Shed, the Stud Sheep Pavilion, the Secretary's Office the Ridley Memorial Gates and associated fencing at the Wayville showgrounds be provisionally entered in the South Australian Heritage Register.

ADELAIDE SHOWGROUND STRUCTURES   **C20 11**

ASSESSMENT OF HERITAGE VALUE:

(a) They demonstrate important aspects of the evolution or pattern of the State's history.

The Adelaide Showgrounds are managed by the Royal Agricultural and Horticultural Society of South Australia. The South Australian Agricultural Society was established in 1839, shortly after the colony was proclaimed, making it one of the oldest business associations in South Australia. The Society was formed "for the advancement of agricultural and pastoral knowledge, and to promote the development of the natural resources of our noble colony."

In 1844 the Society merged with an early horticultural organisation and staged its first combined exhibition in a marquee in Botanic Park. This was the beginning of the Agricultural & Horticultural Society; the Royal prefix was granted by Queen Victoria in 1869. Until 1925 the annual show was held at the Exhibition Building (demolished in 1962), grounds and oval on North Terrace, on land now occupied by the University of Adelaide. It moved to the suburb of Wayville in 1925, where it has continued to host the annual Royal Adelaide Show (the 'Royal' prefix has now been dropped). Since then the precinct has continued to develop to keep pace with the changing environment and the public's interests. A not-for-profit organisation, it hosts commercial events of all types and has over one million visitors and over 100 events each year. In 1998 the Government presented the Society with an extended lease of the Wayville site, granting use of the Showgrounds until at least 2062.

Most of the showground buildings constructed on the site were built from the time the venue was moved to Wayville. Buildings constructed in the first year (1925) were the sheep pavilion, the brick dairy cattle shed, the Department of Agriculture building and the members' grandstand. In 1926 the public grandstand, the pig pavilion and the industrial hall were built. The period 1928–45 saw the wool pavilion and dairy foods hall constructed (both in 1928); the handicraft hall (1930); the Elders Ram Sales Building (now the Old Ram Shed, 1933); Centennial Hall (built in 1936 to commemorate South Australia's centenary year – demolished 2007), and the corrugated iron dairy cattle shed (1936). The secretary's office, located at the northern end of the oval, was built c. 1925; the second storey and an eastern wing (originally used as a branch of the Commonwealth Bank) were added later (c. 1938). The Ridley Memorial Gates were constructed in 1933 and the Kidman Entrance Gates in 1935 (demolished 2007).

(e) They demonstrate a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

The Elders Pavilion, located on the corner of 7th Avenue and 6th Avenue West at the Showgrounds, was originally known as the Merchandise Pavilion. It was designed in 1937 by Sir James Campbell Irwin (1906-1990), a partner of the firm Woods, Bagot, Laybourne Smith & Irwin, who referred to it as the 'Merchandise Pavilion at the Showgrounds'.

ADELAIDE SHOWGROUND STRUCTURES   C20 11

Built of rendered masonry, Irwin designed it in the Inter-War Spanish Mission style. Features of this style in this building include rendered stucco with exaggerated texture on the walls, Spanish terracotta tiles on the hipped roof, and multi-arched loggias at the pavilion's front and sides, with Corinthian columns. It also has large metal framed windows, arched doors and windows at the front and blind arches at the rear. From March 2006 the building has housed the archives of the Royal Agricultural and Horticultural Society.

Irwin also designed what he called the 'Sheep Sales Building' in 1933 which is now known as 'The Old Ram Shed'. It is located next to Goldsbrough Mort's stud sheep sales pavilion, an earlier building. Built of brick with cement facings, the builder was Wilckens and Burnside, a long-lived and successful building firm once at Norwood, on The Parade. It was proposed to erect a stud sheep pavilion with a 55' frontage between Goldsbrough Mort's pavilion and the log chopping area, as near as possible to the Goldsbrough Mort pavilion (Grounds Committee minutes, 22 May 1933, and the *Advertiser*, 21 June 1933, 'Getting Ready for Spring Show').

During the Second World War, when the Showgrounds were occupied by the Armed Forces as the mobilisation, training and subsequent demobilisation centre, the former Sheep Sales Building became an X-ray 'hospital'. The attachments along the walls, which are still visible, were for military hammocks. The building lost its original title in 2000 when it became The Old Ram Shed and is now a themed exhibition space. Both this building and the Elders Pavilion were designed and built for Elder, Smith & Co. (University of South Australia Architecture Archives, S202/1/18, August 1939).

The Stud Sheep Pavilion (former Wool Pavilion) was built in 1928. It is not known who the architect was. It is an attractive, long rectangular building constructed of red brick with pilasters dividing the walls into bays. It has cement facings above the six timber doors spaced evenly along the front walls and above the ground level windows. The pilasters along the front wall are attenuated in the scalloped parapet, and there is crenellated brickwork at the base of the parapet. The roof is corrugated iron. While the pilasters along the front wall each have rainwater heads attached to them, these do not appear at the ends of the building and new guttering has been installed.

The Secretary's Office is a two-storey building designed in the inter-war Mediterranean style. Built of rendered masonry, with a pitched Marseilles tiled roof and bracketed eaves, the main building is symmetrical, and has an eastern single-floor wing, which was originally used as a branch of the Commonwealth Bank. The side facing the oval has a full-length closed in verandah with glass windows on the upper floor. The ground floor is believed to have been built about 1925 when the venue for the show moved to Wayville. The upper floor and the eastern wing were added later (c. 1938). The main entrance on the northern side has the Royal Agricultural and Horticultural Society emblem sited at the centre of the roof, under which the words 'SECRETARY'S OFFICE' are embossed.

The Ridley Memorial Gates are an important example of 1930s Art Deco design in South Australia. The Ridley Memorial Gates and fencing are situated off Goodwood Road and

ADELAIDE SHOWGROUND STRUCTURES   C20 11

are one of the main entrances to the Adelaide Showgrounds. They were erected in 1933 by public subscription and dedicated to John Ridley, a farmer in the mid North who invented a reaping machine in 1843, which led to more economical methods of harvesting the grain crops of the early colony. Constructed of rendered masonry, they feature a modern Art Deco design, with a stepped parapet surmounted by a stepped motif with flag poles, and the Royal Agricultural and Horticultural Society motif. They also feature change booths with decorative metal grilles and the metal entry and side gates are highly decorative.

The Kidman Entrance Gates and associated fencing were the formal entrance gates to the Adelaide Showgrounds. Erected in 1935 in a formal Art Deco style, they were named in commemoration of Sir Sidney Kidman, the 'cattle king', who died in 1935. The metal gates were removed to another location on the site when the masonry pylons and Centennial Hall were demolished in 2007. Their construction in situ was of rendered masonry on a terrazzo plinth, comprising free-standing piers and a tower, linked by highly decorative iron gates.

(f)   They have strong cultural or spiritual associations for the community or a group within it.

The Adelaide Show provides a mix of rural exhibits and entertainment and it has become the annual meeting place for country and city people alike. It provides an opportunity for farmers, country women and rural youth to meet and share information with city people. Exhibitions include produce, handicraft, poultry and livestock and entertainment includes sideshows, games and performances, and the many events held at the large oval. The Adelaide Show is an important contributor to the state's economy and provides a rich and diverse heritage that is valued by a large section of the South Australian public. The buildings situated at the showground are a part of the character of the annual show that contribute to this cultural event.

REFERENCES:

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C. and M. Kerr, *Royal Show*, 1983.
Rob Linn, "Royal Adelaide Show", *Wakefield Companion to South Australian History*, , 2001
McDougall & Vines, Unley Heritage Research Study, 2006.
Information provided by RAAHSSA Archivist, Marilyn Ward, 2007.
Dr Bridget Jolly, pers comm., 2007.
Architecture Museum, Louis Laybourne Smith School of Architecture, University of South Australia, Archives reference S202/1/18.
Website: <http://www.adelaideshowground.com.au/showground/royal-adelaide-show/royal-adelaide-show-home.jsp>

ADELAIDE SHOWGROUND STRUCTURES   **C20 11**

SITE RECORD:

FORMER NAME:	Elders Pavilion (Merchandise Pavilion); the Old Ram Shed (Sheep Sales Building); (Stud Sheep pavilion) (Wool Pavilion).
DESCRIPTION OF PLACE:	The Elders Pavilion; the Old Ram Shed; the Stud Sheep Pavilion; Secretary's Office; Ridley Memorial Gates and associated fencing
DATES OF COMPLETION:	Stud Sheep Pavilion (1928), Ridley Memorial Gates & Old Ram Shed (1933), Elders Pavilion (1937).

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Showground structures
                     Dates: 1928+

PREVIOUS USE(S):   **Description:**   n/a
                        Dates:

ARCHITECT: **Name:**   Sir James Irwin

                   Dates: 1937;1933

BUILDER: **Name:**   Various
                 Dates: n/a

SUBJECT INDEXING: **Group:**   Community facilities
                          Category: Showground

LOCAL GOVERNMENT AREA: **Description:**   City of Unley

LOCATION: **Unit No.:**   n/a
                  Street No.:   68
                  Street Name: Goodwood Road
                  Town/Suburb: Wayville
                  Post Code: 5034
                  Region No.:   2
                  Region: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:**   CT
                          Volume: 5890
                          Folio: 903
                          Lot No.:   504
                          Section: n/a
                          Hundred: Adelaide

ADELAIDE SHOWGROUND STRUCTURES   C20 11

SITE RECORD (Cont.):

AMG REFERENCE:

Zone:	54
Easting:	279600
Northing:	6130300
Map Sheet:	6628 Adelaide
Map Scale:	1:100,000

OWNER:

Name:	Minister for Environment
Address:	GPO Box 1047
Town/Suburb:	Adelaide
Post Code:	5001

ADELAIDE SHOWGROUND STRUCTURES   C20 11

Location Map

Plan of Adelaide Showground, proposed heritage places outlined in red

(Plan from Royal Adelaide Show website)

ADELAIDE SHOWGROUND STRUCTURES   **C20 11**

Adelaide Showground buildings, Secretary's Office looking south-west

Adelaide Showground buildings, Wool Pavilion looking south-west

Adelaide Showground buildings, Ridley Memorial Gates looking west

Former AESCO Limited buildings **C20 12**

Place Name and Address: Former AESCO Limited buildings,
                                32-56 Sir Donald Bradman Drive
                                Mile End   SA   5031

SUMMARY OF HERITAGE VALUE:

Description:

The Adelaide Electricity Supply Company Limited constructed this group of buildings over the period 1924–1937. Five of the buildings face onto Sir Donald Bradman Drive and are constructed of red brick and concrete, with corrugated iron roofs and corrugated iron insets along the sides. Four of the buildings are of two-storeys and one is single storey. All the main facades have decorative brick gables and large windows and all are inscribed with 'Adelaide Electricity Supply Company Limited' and some with dates. Other buildings at the rear of the complex include a two-storey brick building with a corrugated iron roof which is now a café and a single storey brick cottage with a corrugated iron roof.

Statement of Heritage Value:

In their design, scale and progressive sequence of construction (marked by dates) the former Adelaide Electricity Supply Company Limited buildings illustrate the impact and response to major developments in metropolitan Adelaide during the interwar period: suburban expansion and industrialisation. The consequent rising demand for electricity is reflected in this sequence of buildings, which also illustrate characteristic industrial design features of that period.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   They demonstrate important aspects of the evolution or pattern of the State's history, being an example of the expansion of secondary industry and suburban housing in South Australia and the need for industrial buildings to accommodate this, in the 1920s and 1930s.

RECOMMENDATION:

It is recommended that the former AESCO Limited buildings be provisionally entered in the South Australian Heritage Register.

Former AESCO Limited buildings **C20 12**

ASSESSMENT OF HERITAGE VALUE:

(a) They demonstrate important aspects of the evolution or pattern of the State's history.

The land on the corner of South Road and Sir Donald Bradman Drive had traditionally been used for outdoor activities by the local community since the early years of settlement in West Torrens. West Torrens became an attractive location for secondary industry from the 1920s due to its proximity to the city and the development of the Mile End Railway Yards, and many industrial operators moved here from the city. The Adelaide Electric Supply Company (AESCo), a private company, had been responsible for the supply of electricity to South Australia since 1904 and was formally incorporated in 1905. In 1923 AESCo bought this land to provide accommodation for the Mains and Metres Department of the Company. This was the company's first expansion beyond its Grenfell Street headquarters and it continued to build a series of industrial buildings on this site from 1923 through to 1937.

Dates in the pediments of three of the buildings and on the side of another give an indication of the sequence of construction. The first building, located at the centre of the group of five, is dated 1924 and is single-storey with corrugated iron sides. The current entrance to the building complex is located to the east of this building and further east is another building of two storeys with no date inscribed on it. Further east again is another two-storey building with no date on the front but 1937 inscribed on the side. To the west of the 1924 building are two two-storey buildings located side by side; one is dated 1928 and the last one, on the corner of South Road and Sir Donald Bradman Drive, is dated 1935. The design of the buildings continued to be very similar over time, creating an important row of industrial buildings on this site. The basic warehouse form of the red brick and concrete structures is elaborated at the street frontage by the decorative gables with stepped gable ends. The concrete beams and pillars give a clear grid expression to the facades.

The South Australian economy had been dependent on primary industry until the 1920s. From this time, there was a shift in focus to secondary industry and this was supported by Liberal and Country League (LCL) Premier Richard Butler, who initiated an industrialisation program in his first term (1927–30). This program was greatly developed by Butler's successor, Premier Thomas Playford, from 1938. The gradual expansion of the AESCo buildings from 1924 to the late 1930s exemplifies this change and the expansion of the industrialisation program.

Many West Torrens residents took advantage of AESCo's scheme for hiring its 'Adelect' stoves and hot water services during the 1930s. This had the effect of encouraging householders to replace their gas appliances with electric ones. This scheme was successful as the company was responsible for the cost of wiring, installation and maintenance of each appliance. In 1946 Premier Playford effectively nationalised the Adelaide Electricity Supply Company by forming the Electricity Trust of South Australia (ETSA) as South Australia's public electricity supply company, which took over the assets and the operations of AESCo.

Former AESCO Limited buildings   **C20 12**

In the 1990s ETSA de-commissioned the buildings and offered them for sale as warehouse accommodation and for individual commercial ventures. The whole site was sold to one private Melbourne-based owner, who now rents the buildings for various uses, including retail premises for the buildings facing Sir Donald Bradman Drive and Abbott Pathology in another building. The sale resulted in some alterations to the building openings facing the two main roads. However, the buildings largely retain their 1920s and 1930s character of red face brick with strong concrete structural grid elements.

REFERENCES:

Peter Donovan, *Between the City and the Sea*, 1986.
Lester, Firth and Murton, *Insight into the Development of Western Adelaide*, 1982.
Rob Linn, *ETSA: The Story of Electricity in South Australia*, 1996
McDougall & Vines, West Torrens Heritage Survey, 1998.
O'Neil, Raftery & Round (eds), *Playford's South Australia*, 1996.

Former AESCO Limited buildings **C20 12**

SITE RECORD:

FORMER NAME: AESCO buildings

DESCRIPTION OF PLACE: A complex of buildings, including five of similar design facing Sir Donald Bradman Drive, and a two-storey brick building and a brick cottage at the rear.

DATE OF COMPLETION: 1924–1937

REGISTER STATUS: **Description:** n/a

CURRENT USE: **Description:** Commercial
Dates: 1990s

PREVIOUS USE(S): **Description:** Warehouses
Dates: 1924–1990s

ARCHITECT: **Name:** n/a
Dates: n/a

BUILDER: **Name:** n/a
Dates: 1924–1937

SUBJECT INDEXING: **Group:** Transport (Road)
Category: Garage

LOCAL GOVERNMENT AREA: **Description:** West Torrens DC

LOCATION: **Unit No.:** n/a
Street No.: 32-56
Street Name: Sir Donald Bradman Drive
Town/Suburb: Mile End
Post Code: 5031
Region No.: 2
Region: Metropolitan Adelaide

LAND DESCRIPTION: **Title Type:** CT
Volume: 5289
Folio: 572
Lot No.: 171
Section: 3
Hundred: Adelaide

Former AESCO Limited buildings **C20 12**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	278120
	Northing:	6131850
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Claremont Management Australia Pty Ltd
	Address:	PO Box 774
	Town/Suburb:	South Melbourne
	Post Code:	3205

Former AESCO Limited buildings   **C20 12**

Location Map
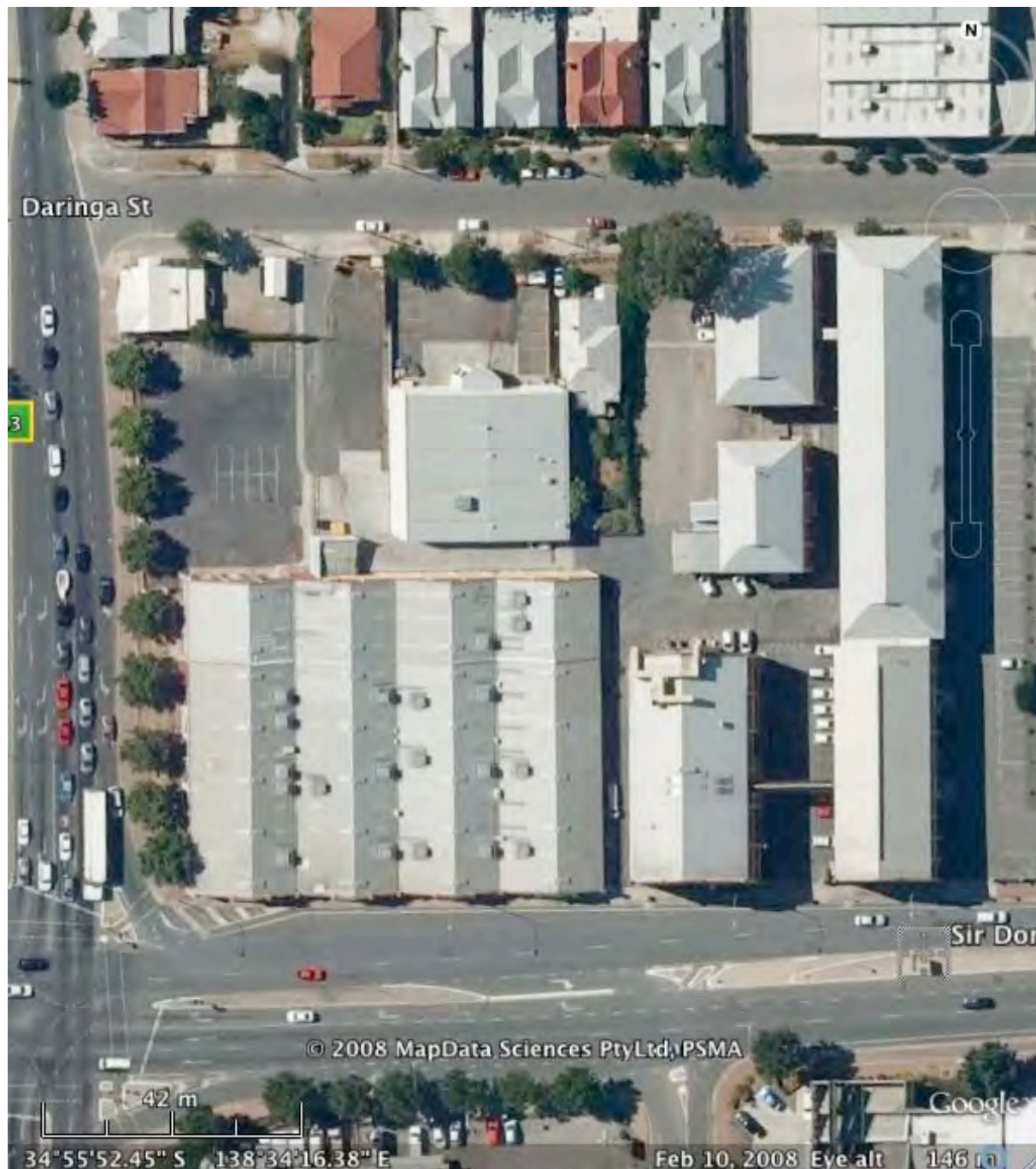
Aerial view of former AESCO Limited buildings

(Google Earth)

Former AESCO Limited buildings **C20 12**

Former AESCO Limited buildings, 1924, looking north

Former AESCO Limited buildings, 1924, looking north

KATE COCKS CHILD CARE CENTRE   C20 13

Place Name and Address: Kate Cocks Child Care Centre
33 Hulbert Street,
Hove SA   5048

SUMMARY OF HERITAGE VALUE:

Description:

This is a large, red brick single-story asymmetrical building, with Marseilles tiled roof and two brick chimneys. The street-facing sides of the building are cement rendered, while the eastern and western sides and rear are exposed brick. The building has sash windows and slat timber eaves. The interior has the same layout of rooms as when it opened as a Babies' Home, including the curved timber and glass Director's office at the current front entrance. The original front entrance was on the opposite side to this office and now leads onto a children's playground. The building is in good condition both externally and internally, except for some discolouring of the bricks on the eastern side.

Statement of Heritage Value:

The Kate Cocks Child Care Centre is significant for its association with Kate Cocks, who was the first female probation officer for juvenile offenders and founding principal of the first women's police force in South Australia, and the first in the then British Empire. She established the Methodist Home for Babies and Unmarried Mothers at Old Oxford House in Brighton in 1937, after her retirement from the police force in 1935. The building retains its original layout of internal rooms and features from this period.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(g)   It has a special association with the work of Kate Cocks, who was the founding principal of the first women's police force in South Australia, and in the then British Empire.

RECOMMENDATION:

It is recommended that the Kate Cocks Child Care Centre be provisionally entered in the South Australian Heritage Register.

KATE COCKS CHILD CARE CENTRE   **C20 13**

ASSESSMENT OF HERITAGE VALUE:

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

Miss Fanny Kate Boadicea Cocks, MBE, JP was born in Moonta in 1875 where her father, Anthony Cocks was a timber man for a mining company and her mother, Elizabeth, a schoolteacher. She was brought up in a strict Methodist household, where although they were in debt and suffered financial hardship, the family's Christian values sustained them; this was to influence her life's work. Their situation improved when they moved to Adelaide in 1900, where Kate joined the State Children's Department as a teacher and served as Assistant Matron at the Edwardstown Industrial School. She worked with families in extreme poverty and in 1906 was appointed the first female probation officer for juvenile offenders. She became renowned for her work.

The changes brought about by the First World War led to the government first suggesting the idea of women in the police force in 1914. Although at first this received a negative response from the all-male police force, by December 1915 Kate was appointed founding principal of the first women's police force in South Australia, and the first in the British Empire. Her duties, however, were concerned with safeguarding the moral welfare of women and children and preventing misconduct amongst young women, rather than in the prosecution of crime. Initially she was assisted by another woman, Annie Ross, who was experienced in dealing with child poverty and crime. Working in plain clothes and for long hours, they patrolled Adelaide, Port Adelaide and Outer Harbour, where they visited slums, hotels, reputed brothels and other places frequented by women and girls soliciting as prostitutes.

As the need for more policewomen increased, Kate Cocks hired assertive women who were also compassionate. The reputation of the women's police force in South Australia was so great that Ballarat Council in Victoria sent a request for assistance to set up a similar force. Kate Cocks retired in 1935 and was appointed MBE. After her retirement there was an incident in which a policeman directed a young girl with a newborn baby to her home in Parkside; after this she took in many such mothers and babies. Her speech in 1935 persuaded the Methodist Women's Home Mission Association that there was a need to provide shelter, compassionate care, training and rehabilitation for 'young women whose moral weaknesses have lead them into difficulties from which they were unable to extricate themselves without some competent spiritual and material assistance' (quoted in Holt, 1991, p. 183). After renting a cottage behind Kate Cocks' home for this purpose, in 1936 the Association acquired Old Oxford House at Brighton as a refuge for these women.

The Methodist Church owned this property, which was built by Dr William George Torr. Torr had been headmaster of Moonta Mines Primary School and became headmaster of the Bible Christian Way College after insisting on obtaining degrees from Oxford, Cambridge and Dublin. He donated his holiday cottage in Brighton to the Methodists for use as a Training Home for home missionaries, evangelists and local preachers. His

KATE COCKS CHILD CARE CENTRE   C20 13

cottage became too small for its intended purpose and Torr erected the new building in 1910. In 1921 he transferred it to the Methodist Church for its first theological institution, known as Brighton College. When the College was transferred to Wayville in 1927, the Brighton property was retained and named Old Oxford House in honour of Dr Torr.

The Methodist Home for Babies and Unmarried Mothers was officially opened by Mayor Brown on Saturday 9 October 1937 in front of 'one of the largest crowds seen in Brighton for many years at a Church function' (quoted in Holt, 1991, p. 181). The first mothers and babies arrived there in July 1937 with Kate Cocks and Sister Ruth Barrett, and were welcomed by Reverend W Glen Clark and his wife, as well as a band of cheerful workers from the Brighton Methodist Church. At the age of sixty two, Kate Cocks became voluntary superintendent of the Methodist Women's Welfare Department, including the home she had done so much to promote. She also started a Babies' Home for children up to the age of three years, which was independent of the Mothers and Babies Home, and a small maternity hospital built on a nearby site.

This was at a time when Brighton was only just recovering from the Depression, which had seen many local firms go out of business. Brighton became a centre for State and charitable institutions, with more places established here for the care and welfare of children and young people than in any other municipality of comparable size (Holt, p. 157).

All women seeking assistance were accommodated in the Mothers and Babies' Home, except for those in their last six weeks of pregnancy, who stayed at 40 Wattle Avenue, while births took place at Queen Victoria Hospital, Rose Park. The Home proved inadequate within ten years and a new Babies' Home, built with money and volunteer labour provided by the Methodists, opened free of debt in 1948. This incorporated a separate wing for mothers with their babies. When Kate Cocks died in 1954, she left her home and estate to the Methodist Church and its homes for Babies. The first of these was later renamed the Kate Cocks Memorial Babies' Home.

The two earlier homes continued to be used for the same purpose for nearly forty years until changing social conditions made it necessary to alter the use of the buildings. Today the Mothers and Babies' Home is a child care centre. However, both the interior and exterior of the building are intact and the layout of internal rooms is the same as the original home. The current Director has taken care in the refurbishment to retain interior details and the Centre is named after Kate Cocks.

REFERENCES:

Averil Holt, *The Vanishing Sands*, 1991.
Dorothy Pyatt, 'Kate Cocks', in John Healy (ed), *SA's Greats*, 2002.
Heather Radi, (ed) *200 Australian Women* [1987?], pp. 100–101.

KATE COCKS CHILD CARE CENTRE **C20 13**

SITE RECORD:

FORMER NAMES:	Old Oxford House; Kate Cocks Memorial Babies' Home	
DESCRIPTION OF PLACE:	A large red brick building, rendered on the street front, with Marseilles tiled roof.	
DATE OF COMPLETION:	c. 1910; Memorial Babies' Home: 1937	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Child Care Centre 1970s
PREVIOUS USE(S):	**Description:** **Dates:**	Babies Home 1937–1970s
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Community facilities Childcare facility
LOCAL GOVERNMENT AREA:	**Description:**	City of Holdfast Bay
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	n/a 33 Hulbert Street Hove 5048 2 Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5423 955 1003 237 Noarlunga

KATE COCKS CHILD CARE CENTRE   C20 13

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	273400
	Northing:	6123100
	Map Sheet:	6627 Noarlunga
	Map Scale:	1:100,000
OWNER:	**Name:**	Kate Cocks Child Care Centre Inc
	Address:	33 Hulbert Street
	Town/Suburb:	Hove
	Post Code:	5048

KATE COCKS CHILD CARE CENTRE   C20 13

Location Map
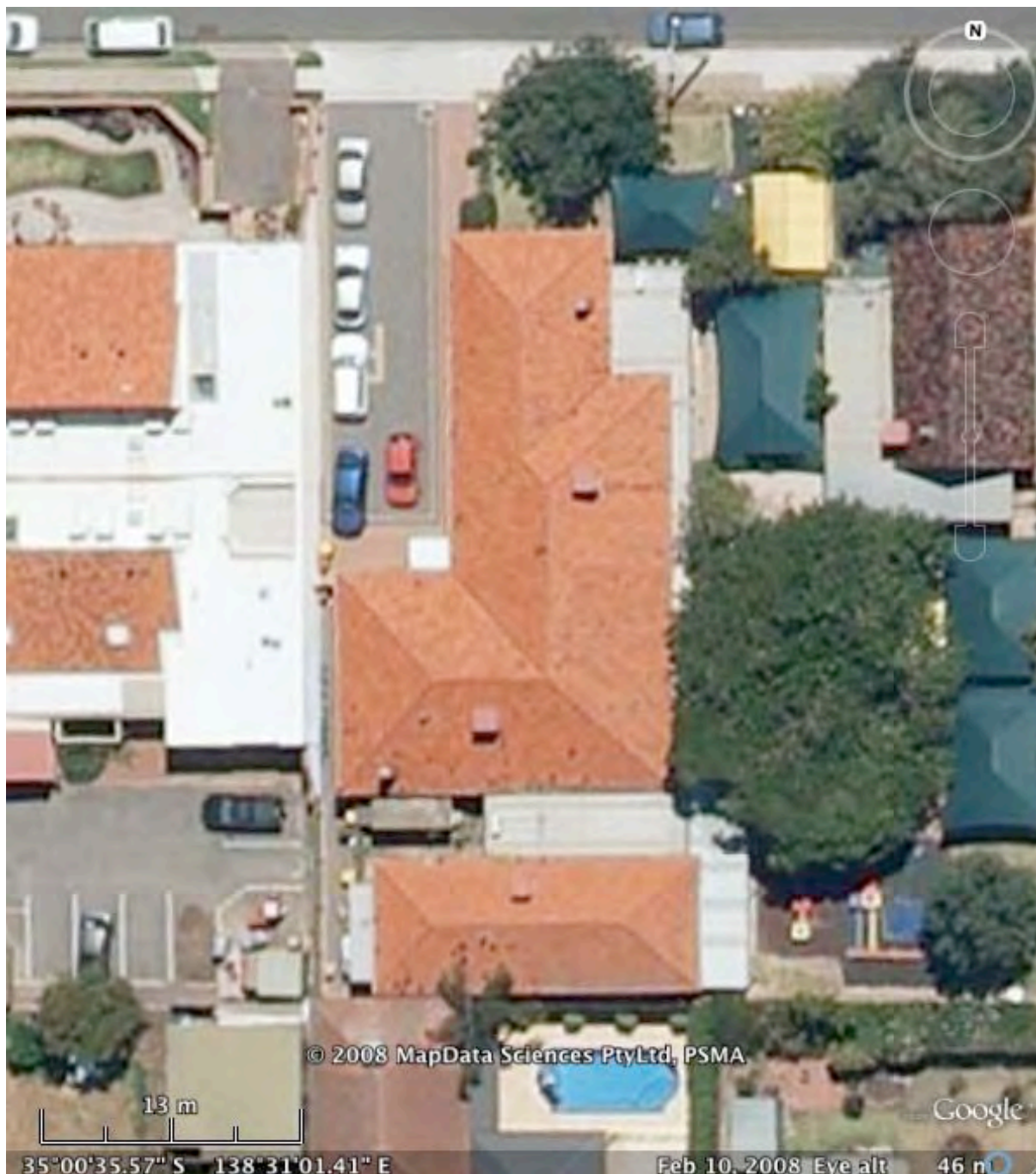
Aerial view of Kate Cocks Child Care Centre

(Google Earth)

KATE COCKS CHILD CARE CENTRE   C20 13

Kate Cocks Child Care Centre, looking south

Kate Cocks Child Care Centre, detail of entrance foyer

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

Place Name and Address: Parafield Airport
                                 Kings Road
                                 Parafield SA 5106

SUMMARY OF HERITAGE VALUE:

Description:

Parafield Airport as a whole is a large open space with two formed runways and several taxiways. The historic elements described in this report are a complex of buildings and other structures at the northern end of the airport, off Kings Road. They consist of 26 buildings, including the Art Deco control tower/terminal building of 1940, eleven hangars built on their present sites between 1930 and 1953, the buildings of the Airframes Workshop of 1942, a residence dating from 1929 and wartime accommodation huts. They do not include modern buildings (post-1953) associated with the Australian Aviation College and aerospace industries.

Statement of Heritage Value:

Parafield Airport retains very rare surviving examples of the buildings of the early civil aviation industry from the 1920s to the 1940s, and is the best-preserved wartime RAAF base in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, in retaining significant infrastructure of both civil and military aviation and aircraft maintenance from 1929 to 1945.

(d)   It is an outstanding representative of a particular class of places of cultural significance, as the best-preserved early centre for aviation in South Australia.

RECOMMENDATION:

It is recommended that the early surviving structures of Parafield Airport be provisionally entered in the South Australian Heritage Register.

PARAFIELD AIRPORT (Pre-1953 Infrastructure)　　　　　　　　　　**C20 14**

ASSESSMENT OF HERITAGE VALUE:

(a)　It demonstrates important aspects of the evolution or pattern of the State's history.

Commercial aviation began in South Australia immediately after the First World War. Entrepreneurs such as Harry Butler and Horrie Miller established the first landing ground in a paddock at Dry Creek. By the mid-1920s the Miller Aviation Company and the Larkin Aircraft Supply Company were operating regular mail and passenger services from Dry Creek as far as Sydney. In 1922 the Commonwealth acquired land at Albert Park in what is now the suburb of Hendon, establishing the first officially recognised landing ground in Adelaide, known as Adelaide Aerodrome. Adelaide had a free enterprise landing ground competing with a government one.

By the late 1920s, the growing size of aircraft and the increasing frequency of commercial flights made it necessary for Adelaide to have a single well-developed airfield. Originally there were plans to buy additional land at Hendon to extend the Adelaide Aerodrome, but the acquisition price was too expensive. In April 1927 the Civil Aviation Branch (CAB) decided instead to buy 320 acres (132ha) of open farmland at Parafield to be used as a permanent landing ground, and flying operations had commenced there by October that year. The Royal Aero Club had built a clubhouse at Parafield before the end of 1927, and the Miller Aviation Company (which became MacRobertson Miller Airways soon afterwards) and Australian Aerial Services Ltd were operating from Parafield by early 1928. Western Australian Airlines opened an Adelaide-Perth service out of Parafield in 1929. The same year, CAB built a red brick caretaker's residence beside the entrance gate, which is the oldest building still standing at Parafield.

Parafield was officially declared open in August 1929:

> A new aerodrome, to be called the Adelaide Aerodrome, is to be opened on Monday, and [hangar space] has been secured by the Australian Aerial Services Ltd. To date it has involved an expenditure of £11,000. It has an area of 147 acres with a clear approach in all directions and an excellent surface. The hangar has a clear space of nearly 10,000 square feet and is fitted with electric light and power plugs. Adjoining the hangar are waiting rooms and a pilots' dressing room (*Advertiser* 3 August 1929)

Lease records show the gradual growth of a row of leased hangars in a neat line along the north-western corner of the landing ground: MacRobertson Miller and the Commercial Aviation Company in 1930, Eyre Peninsula Airways in 1931. In the dark years of the Depression some of the aviation companies were short-lived, and hangars changed hands regularly. The Civil Aviation Branch had spent very little money on improvements at Parafield; it simply provided a grassy field and leased sites to commercial operators who built their own hangars. Australian National Airways (ANA) joined the aviation industry in 1936 with flights between Adelaide, Perth, Melbourne and Sydney, and added its own hangar to the row in 1936: a steel-framed igloo which still stands as Hangar 59, occupied by Bruce Hartwig's Flying School.

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

Guinea Airways leased a hangar in 1935, and then built its own igloo hangar beside ANA's in 1939 (Hangar 58). The aerodrome was becoming crowded, and there was a need for a control tower to direct ground and air operations. The first temporary timber control tower was built in 1937. Hangar 51, also leased by ANA, was in place by 1939, and Hangar 50, leased by Henry Snider, was built at about the same time. (NAA A877 CL20885) Some service buildings such as Shell and Vacuum garages appeared about 1938.

With another war looming by 1938, the Defence Department had enough on its hands without administering dozens of civilian aerodromes across Australia, and the new Department of Civil Aviation (DCA) was formed to oversee the operation of commercial airlines. One of its first acts at Parafield was to build a new administration building and control tower, completed in 1940 after the Second World War had begun. It was the most impressive building at Adelaide Aerodrome at three storeys high, built in the Modern style with Art Deco ornament.

The outbreak of the Second World War in 1939 saw Parafield occupied by the RAAF as a training base. No. 1 Elementary Flying Training School (EFTS) was formed at Parafield on 2 January 1940, one of twelve formed throughout Australia. It flew Gypsy Moth and Tiger Moth trainers to instruct novice pilots, and in the next five years turned out nearly 2,000 graduates, many of them Empire Air Training Scheme cadets who went on to advanced training in Canada before joining the RAAF or RAF in Europe. A survey plan of Parafield in June 1940 shows that there were already 24 newly-built barracks huts and a Bellman hangar in position, and the new control tower was still under construction. (NAA A877/2 CL22357) Many new buildings would be added over the next two years. (NAA D156/122 1941/276) There is only one fatal training accident recorded at Parafield, when an instructor and cadet were killed in a crash in March 1940, only weeks after the school opened. In May 1944, No. 1 EFTS was transferred to Tamworth. (RAAF Historical Section 1995, pp. 15-16)

By formal agreement, the RAAF took over the new control tower and most of DCA's buildings at Parafield for the duration of the war. However, there was no alternative civil airfield in Adelaide, so limited commercial services by ANA, Guinea Airways and others continued. The Aero Club was suspended, and the EFTS commandeered its aircraft and occupied its premises. (NAA A705 171/21/25) There was considerable traffic passing through Parafield during the war years, as military aircraft were ferried from the eastern states to Western Australia and the Northern Territory. During the early period of the war, the Aero Club's brick clubhouse, built near the eastern perimeter of the airfield in 1938, was converted to a fire station. In 1941, RAAF hangar space was increased by the construction of a second Bellman transportable hangar. These were steel-framed prefabricated hangars developed for the RAF in 1936, and built in large numbers throughout the world during the Second World War.

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

An entirely new activity commenced in 1942 when the Division of Aircraft Production built large Airframe Repair Workshops at Parafield. The facility consisted of two large hangars and a number of workshops and other subsidiary buildings. The surrounding northern suburbs of Adelaide were undergoing an enormous wartime industrial expansion, with the Salisbury Explosives Factory established in 1940, employing 6,000 workers. At the same time the open space that had been the first Adelaide Aerodrome of 1922 at Albert Park became the site of the Hendon Ammunition Factory.

Despite having housed a RAAF training unit for five years, Parafield did not formally become an RAAF Station until 15 February 1945, and for a time was the base for No. 34 Transport Squadron. A large igloo hangar was completed for the RAAF the following April. (NAA A9186/230) These developments were to do with Parafield's new role in support of the Anglo-Australian Joint Project (later the Long-Range Weapons Establishment) established at Woomera the following year. However, this role was brief, and ended when RAAF Base Parafield closed once Woomera was operational in 1946. RAAF Base Edinburgh was created near the Salisbury Explosives Factory in 1955.

The Second World War had brought enormous infrastructure growth to Parafield. At the beginning of the war, the civil aerodrome had five commercial hangars, a caretaker's residence, temporary control tower and the Aero Club building standing. (NAA A877 CL20885) An inventory of RAAF Parafield in 1945 after the end of the war lists 145 buildings on the site, a large proportion of them accommodation blocks, with essential facilities such as a power house and water tower. (NAA A705 171/21/36) The service personnel living in those buildings constituted a bustling community with its own Post Office and local shops on the base.

As the war wound down most of this activity ended, and surplus buildings were being sold off from 1946 onward. However, the Parafield workshops remained at work servicing the 32 C-47 Dakota aircraft of the RAAF transport fleet. In 1951 the airframe workshops were expanded. In 1953 an additional wartime prefabricated Bellman hangar was brought from Mallala RAAF base to house the larger repair and overhaul workshop. (NAA AP5567/1 1953/22) Another airframe repair machine shop which had been built at Northfield in 1942 was also relocated to Parafield. The new facility was capable of working on Sabre and Mirage fighters, and also serviced the pilotless Jindivik target aircraft used at Woomera. (NAA AA5799/69 2333/8; Agency Notes CA 3657)

For its first twenty years, Parafield was a grassed field with no paved runways. This had the advantage that aircraft could simply take off and land right into the wind, whatever direction that might be. It also had several disadvantages. One was that the landing ground could not be used by large aircraft in wet weather when it became boggy; another was that for much of the year there was not much grass on the "grassed" field, and the dust raised by aircraft was considerable. During the war years the intensive activity of the Elementary Flying Training School had raised constant dust clouds which not only hindered operations, but also created an intolerable nuisance for surrounding residents. (NAA A2700/1 1044) Two cinder runways were formed in 1949, although they were not sealed until 1969.

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

The intensive aviation activity of the war years had exposed Parafield's shortcomings. It was on a cramped site, and would be difficult to expand to take the larger generation of post-war aircraft. Already by 1944 a plan had been drawn up to build a new larger airport at West Beach. Planning and construction took 11 years before the new Adelaide Airport opened in February 1955. After 27 years of being at the centre of commercial aviation in South Australia, the re-named Parafield Airport suddenly became a quiet backwater. Its principal function since has been pilot training, and some general aviation. The temporary buildings of RAAF Base Parafield were mostly removed in the first few years after the war ended, and the infrastructure shrank back to the size of the 1939 civil airfield, but the facilities associated with the wartime workshops remained. The sophisticated technical capabilities of Parafield have made it a major aircraft maintenance and repair centre for Australian general aviation to the present. Most military aviation activity shifted to RAAF Base Edinburgh in 1955, although the Airframe Repair Workshops remained in service until 1972.

The land occupied by Parafield Airport has been extended on a number of occasions since 1928. The original airfield of 1928 was basically four sections in the north-east corner of the present airfield, extending from Main North Road west to Cross Keys Road. It grew in a long series of acquisitions of land parcels, commencing in 1942 during the war. By 1965 the land had more than doubled in area, comprising ten sections, extending west to the railway line. That allowed Cross Keys Road to be closed and the airfield extended westward to the railway. Within the airfield building complex, part of Cross Keys Road survives today as Dakota Drive. At about the same time Kings Road, which had always run in a diagonal kink past the airfield, was straightened and a new entrance roadway established. In recent decades several more sections have been added in the south-east, extending the airport land further south along Main North Road. However, all of these extensions since 1942 have simply added open space to the airfield's margins; all of the historically significant buildings and structures stand on the original land parcel.

There were also minor changes to the row of hangars. Henry Snider's hangar, one of the 1930s buildings, was removed to the less busy Gawler airfield, and replaced by a fuel depot. At the northern end of the row the old Aero Club building - the oldest building on the site - was demolished and replaced by a hangar in 1970. The original control cabin atop the terminal building was replaced by a much larger one in 1981.

The growth in general aviation has meant that, despite having its commercial and military roles taken away from it, Parafield has maintained its importance in the fifty years since, and indeed seen significant infrastructure growth. The largest growth has been in the area of pilot training. In 1982 the workshop hangars built by the Department of Aircraft Production in 1942 were taken over by the Australian Aviation College (AAC). In 1987 the AAC gained the contract for training Qantas pilots and has since become one of Australia's leading aviation schools. In 1998 the AAC was taken over and operated by British Aerospace Flight Training.

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

(d) It is an outstanding representative of a particular class of places of cultural significance.

Adelaide has had four civil airports: Dry Creek, Albert Park, Parafield and West Beach. Of these, nothing survives at Dry Creek but a memorial plaque, Albert Park became the site of the Hendon Ammunition Factory in 1940, and Adelaide dates from the 1950s, was extensively rebuilt over several years before 2005, with development planned to continue. Parafield is left as the outstanding exemplar of South Australia's early aviation industry.

A general inspection of the built heritage of Parafield Airport was undertaken in 2006. (Austral Archaeology 2007) All buildings and sites of potential heritage value were inspected and assessed. The 26 surviving early buildings and sites identified included a remarkable proportion of the structures built for pre-war civil aviation or wartime RAAF activities:

- Former Soil Laboratory (Building No 5)
- Former TAA Hangar (Building No 8)
- Former Fuel Store (Building No 9)
- Former Accommodation Hut (Building No 11)
- Former Groundstaff Store (Building No 12)
- Former Fire Station (Building No 14)
- Air Youth Squadron Hut (Building No 25)
- Toilet Block (Building No 41)
- Former Residence (Building No 44)
- Hangar, Aeropower (former Guinea Airways) (Building No 50)
- Hangar, Mincham Aviation (former ANA) (Building No 51)
- Bellman Hangar, Classic Jets Fighter Museum (Building No 52)
- Hangar and Workshops (former Airframe Workshops) (Building No 54)
- Hangar and Workshops (former Airframe Workshops) (Building No 55)
- Former Vacuum Oil Company (and PO) (Building No 56)
- Former Shell Oil Company (Building No 57)
- Hangar, Aero Service (former Guinea Airways) (Building No 58)
- Hangar, Bruce Hartwig Flying School, (former ANA) (Building No 59)
- Air Traffic Control Tower (Building No 65)
- Bellman Hangar, (Building No 107)
- Sewer Pump House (Building No 110)
- Former Accommodation Hut, (Building No 120)
- Former Accommodation Hut & Garage (Building No 125)
- Former Accommodation Hut, (Building No 128)
- Hangar, (Building No 155)
- Hangar, Aero Services (Building No 169)
- Kittyhawk Lane

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

The Caretaker's Residence of 1929 still stands as the oldest building on the site, as do five civil hangars built between 1930 and 1936, three wartime Bellman hangars, and the infrastructure of the Airframe Workshops. The level of surviving detail extends to such elements as an iron plate in the tarmac outside the control tower/terminal building where aircraft were turned by hand, to the date 1940 cast in the concrete Stobie poles along Kittyhawk Lane. Parafield Airport is the State's most intact early airfield, and is the pre-eminent representative of that class of places. Indeed it is remarkably intact at a national level. Probably only Essendon in Melbourne compares with it.

REFERENCES:

Austral Archaeology & Historical Research, Parafield Airport, 2007
Damian Lataa*n, Parafield,* 1992
RAAF Historical Section, *Units of the RAAF, Vol. 8*, 1995
NAA files

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

SITE RECORD:

FORMER NAME:	Adelaide Aerodrome, Adelaide Airport	
DESCRIPTION OF PLACE:	The control tower/terminal building, eleven aircraft hangars, a house and significant other infrastructure dating from 1929-1953	
DATE OF COMPLETION:	ongoing	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:**	Airport
	Dates:	1927+
PREVIOUS USE(S):	**Description:**	n/a
	Dates:	n/a
ARCHITECT:	**Name:**	n/a
	Dates:	n/a
BUILDER:	**Name:**	n/a
	Dates:	n/a
SUBJECT INDEXING:	**Group:**	Transport (Air)
	Category:	Airport
LOCAL GOVERNMENT AREA:	**Description:**	City of Salisbury
LOCATION:	**Unit No.:**	-
	Street No.:	-
	Street Name:	Kings Road
	Town/Suburb:	Parafield
	Post Code:	5106
	Region No.:	2
	Region:	Metropolitan Adelaide
LAND DESCRIPTION:	**Title Type:**	CT
	Volume:	5923
	Folio:	144
	Lot No.:	10 & others
	Section:	2186
	Hundred:	Yatala

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	0283900
	Northing:	6147900
	Map Sheet:	6628 Adelaide
	Map Scale:	1:100,000
OWNER:	**Name:**	Commonwealth of Australia
LESSEE:	**Name:**	Adelaide Airport Ltd
	Address:	1 James Schofield Drive
	Town/Suburb:	Adelaide Airport
	Post Code:	5950

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**
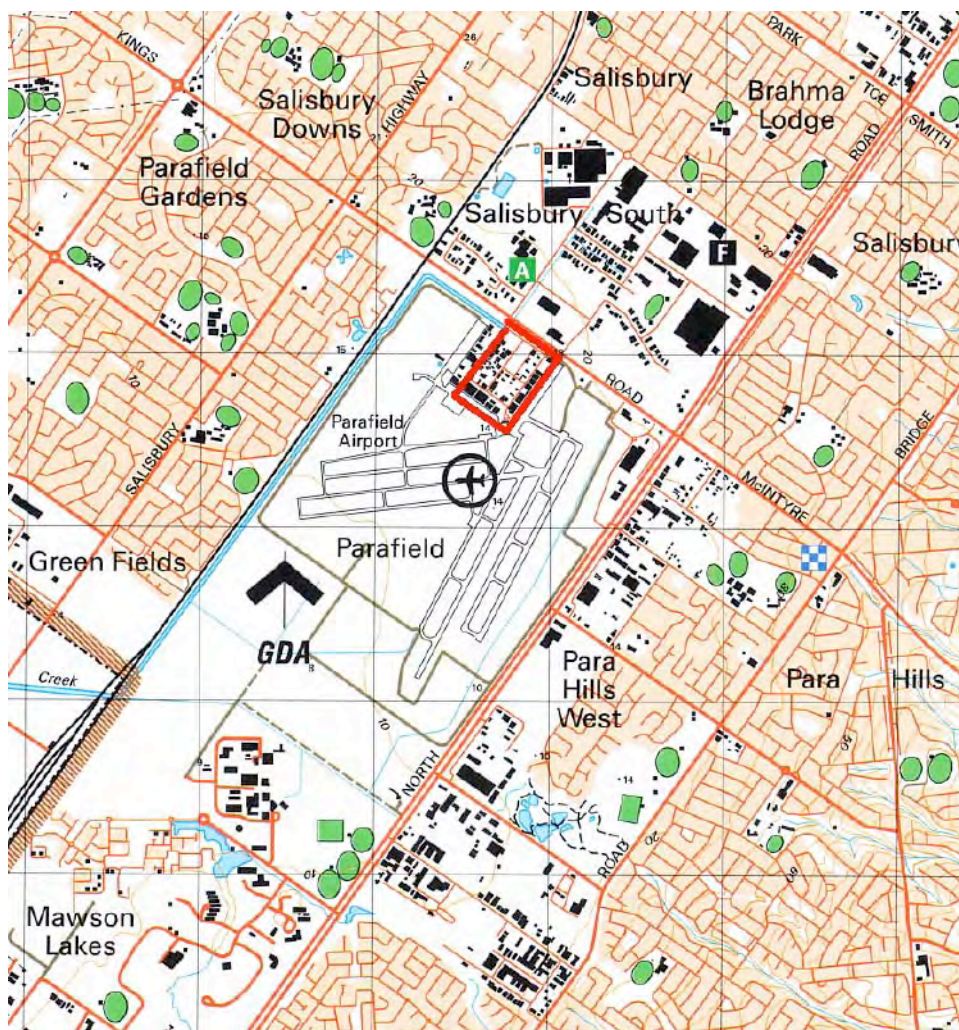
Location Map

Location of Parafield Airport (*CFS map book regions 1, 2 & 3*)

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**
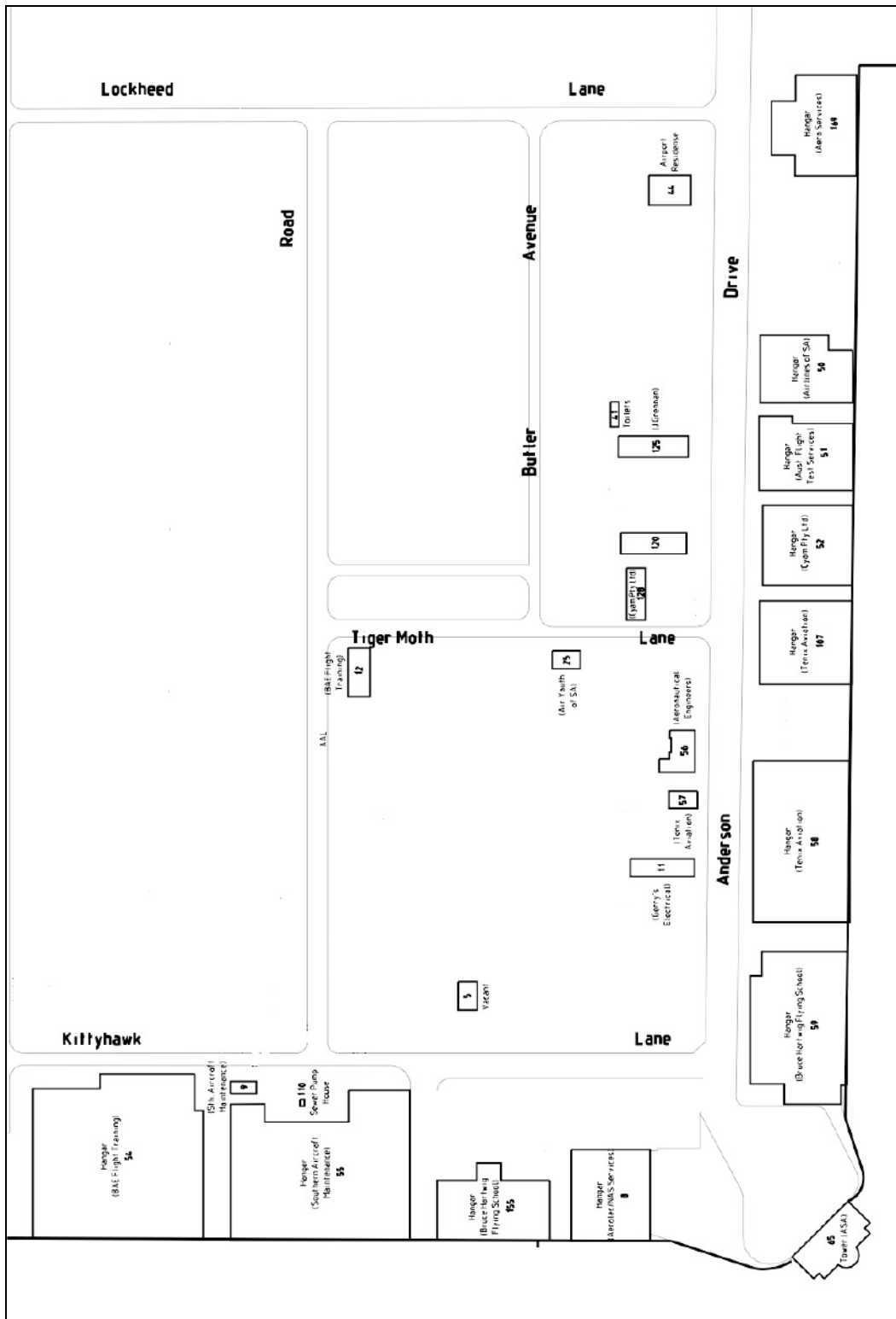
Plan of Surviving Historic Structures at Parafield Airport

Adelaide Airways Hangar (Building 51) in 1936 (Civil Aviation Historical Society**)**

Wartime aerial view of RAAF accommodation huts at Parafield
(RAAF History Unit website)

PARAFIELD AIRPORT (Pre-1953 Infrastructure)　　　　　　　　　　　**C20 14**

Guinea Airways Hangar (Building 58), built 1938 (Civil Aviation Historical Society**)**

Aerial view of Parafield, 1948 (Civil Aviation Historical Society website)

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**
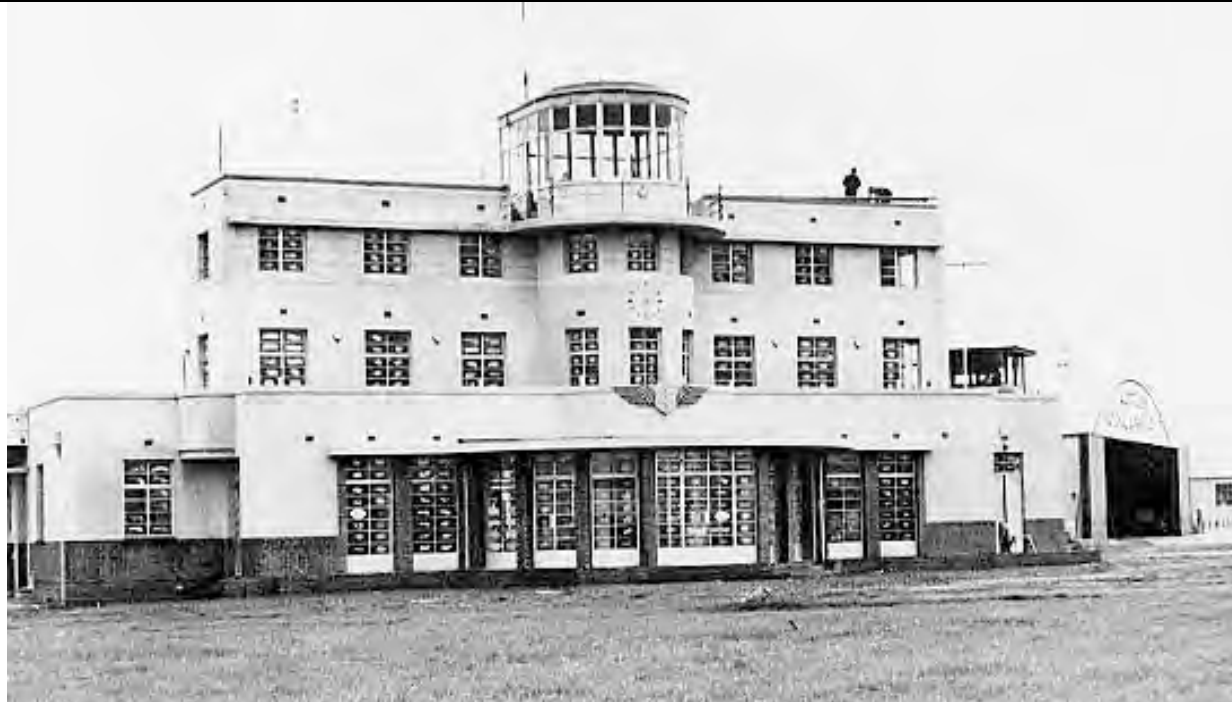
Control Tower (Building 65), 1940 (Civil Aviation Historical Society website**)**

Aerial view of Parafield, 1965 (Civil Aviation Historical Society website)

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   C20 14

Terminal and Control Tower, Parafield Airport (1940 & 1981)

Hangars and Control Tower, Parafield Airport (1930-1942)

PARAFIELD AIRPORT (Pre-1953 Infrastructure)   **C20 14**
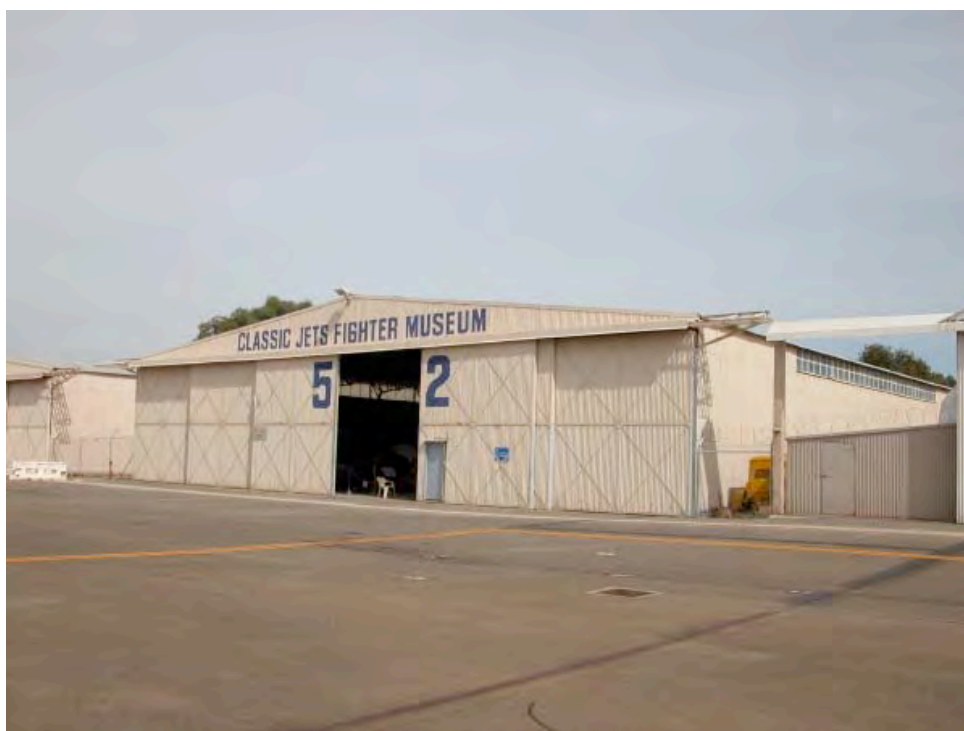
Bellman Hangar, Parafield Airport (1940)

Caretaker's Residence, Parafield Airport (1929)

No. 202 RADAR STATION, VICTOR HARBOR   **C20 15**

Place Name and Address: Former RAAF Radar Station
                                Range Road
                                Victor Harbor SA 5211

SUMMARY OF HERITAGE VALUE:

Description:

The former Radar Station stands in and near a triangular paddock on the summit of Wilson Hill. Its remains include four substantial vaulted concrete structures which housed operators and diesel generators, the bases of two demolished timber towers which supported the radar aerials, and a pit with a stand for a machine gun to provide anti-aircraft defence.

Statement of Heritage Value:

The former Victor Harbor Radar Station is a rare surviving example of the measures adopted for the defence of Australia in the emergency of 1942, and one of the two best-preserved wartime RAAF radar station sites in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, in retaining significant infrastructure of the defence emergency of 1942 which illustrates significant aspects of South Australia's wartime history.

(b)   It has rare, uncommon or endangered qualities that are of cultural significance, as being one of only three sites of its kind surviving in South Australia.

(d)   It is an outstanding representative of a particular class of places of cultural significance, as the best-preserved Advanced Chain Overseas (ACO) radar station site in South Australia.

RECOMMENDATION:

It is recommended that the former RAAF No. 202 Radar Station, Victor Harbor be provisionally entered in the South Australian Heritage Register.

No. 202 RADAR STATION, VICTOR HARBOR   **C20 15**

ASSESSMENT OF HERITAGE VALUE:

(a) It demonstrates important aspects of the evolution or pattern of the State's history.

Australia played an active part in the scientific development of radio direction finding (RDF or radio location as it was then known) during the 1930s, and with the declaration of war in 1939, Australia began training radar operators to strengthen Britain's air defences. The opening of the Pacific War in late 1941 changed the priorities, as most of the opening blows of Japan's offensive were delivered by carrier-borne aircraft. Suddenly, the greatest threat to Australia's security seemed to be Japanese aerial bombing from the sea, and the country's scientific efforts were concentrated on the development of military radar to defend Australia's coasts against the expected enemy attack.

The problem was that Australia had so much coastline, and Japanese aircraft carriers could go anywhere. The RAAF planned a chain of 26 RDF stations around the Australian coast, including South Australian ones at Ceduna, Elliston, Cowell, Whyalla, Victor Harbor and Robe, and work commenced in early 1942. The technology used was based on the Chain Home system (CH) which had been developed urgently in the UK at the outbreak of war for coastal defence, and played a major part in the Battle of Britain. By 1942 it had been developed into the Advanced Chain Overseas (ACO) system for Australian use. The transmitting and receiving antennae consisted of an aerial array draped between two tall wooden towers.

Construction of No. 202 Radar Station was underway in a sheep paddock near Victor Harbor during the early months of 1942. The site chosen was on Range Road at the junction of Wilson Hill Road. It was actually about 8km west of Victor Harbor, and the radar station was sometimes given the placename Waitpinga. (However, some confusion may have crept in here, because the RAN also had a radio signal station near the foot of the Bluff, which was sometimes known by the name Waitpinga. Radar stations were often described as radio stations in wartime correspondence - perhaps for security, perhaps because the terminology was still imprecise - and the name Waitpinga may have become attached to the RAAF radar station in error.)

The two 132 feet (40m) high timber towers were built on the summit of Wilson Hill, the highest peak in the surroundings, 223m above sea level, where they commanded a fine view of Encounter Bay and the southern approaches to Gulf St Vincent. Two concrete splinter-proof shelters were built to house the transmitting and receiving sets, and two smaller ones housed diesel generators. There were living quarters built on Wilson Hill Road about 500m away. At least one circular pit was dug near the towers and fitted with a standing pipe as a mounting for a machine gun, in what must have seemed a rather forlorn gesture toward defending the site against attacking aircraft.

No. 202 RADAR STATION, VICTOR HARBOR C20 15

However, the Victor Harbor Radar Station was to play no role in defending South Australia. By the time of the Japanese defeat at the battle of Midway in June 1942 it was apparent that Japanese naval air power would never stretch to South Australian waters, and half of the planned radar stations were never begun. The timber towers and concrete operators' shelters had been built at Cowell and Victor Harbor by the time the emergency passed, but they were apparently never equipped with their expensive electronic radar equipment. The Victor Harbor radar station sat mothballed for the remainder of the war.

It was not the end of defence radar on the Fleurieu Peninsula; another radar station was built at Yankalilla, 30km to the west, for a different purpose the following year. All the coastal radar stations were finally disbanded in November 1945 and their property was disposed of. One of the timber towers was still standing at Victor Harbor until at least 1949, but was eventually demolished for building materials or firewood.

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

(d) It is an outstanding representative of a particular class of places of cultural significance.

The former Radar Station remains stand in a sheep paddock on top of Wilson Hill, with a superb view over the Fleurieu Peninsula and the Southern Ocean. The structures remaining in the paddock are the two transmitting and receiving buildings, which are vaulted concrete structures built to an RAF design described as "splinter-proof". The concrete and steel footings of the timber towers stand beside them. No archival drawings have been found for the Victor Harbor Radar Station, but its layout was nearly identical to the radar station built at Cowell, for which some drawings survive.

There are two generator buildings, one in the paddock near the tower bases, the other hidden among trees immediately beside the south side of Wilson Hill Road about 200m east of the radar site. This generator building is also recommended for entry in the South Australian Heritage Register. The concrete building foundations and other remains of the residential camp are on the north side of the road another 300m east. The camp remains are unremarkable, have been disturbed in recent decades, and are not recommended for entry in the Register.

There were five coastal radar stations built in South Australia during the Second World War, and remains of all of them survive. Of the three ACO stations built in 1942, very little other than the concrete protective structures survives at either Robe, which is on a coastal dune, or Cowell, where they stand in a ploughed grain field. The stations planned for Ceduna, Elliston and Whyalla were never begun. Victor Harbor is by far the best-preserved of these stations, with enough of its evidence intact to tell part of the story of the great wartime defence emergency.

No. 202 RADAR STATION, VICTOR HARBOR **C20 15**

REFERENCES:

Louis Brown, *Technical & Military Imperatives*, 1999
Maurice Fenton, *Radar Country Sketchbook*, 1994
Maurice Fenton, *10 Radar Yankalilla & Other Radars*, 1999
RAAF Historical Section, *Units of the RAAF, Vol. 5*, 1995
David Mellor, *Role of Science and Industry*, 1958
John Ross, *History of Radio in SA*, 1978
Smith & Simmonds, *RAAF Radar in World War II,* 1992
Sean Swords, *Technical History of the Beginnings of Radar*, 1986
NAA files
Notes compiled by Terry Arnott and Shirley McLean

No. 202 RADAR STATION, VICTOR HARBOR   C20 15

SITE RECORD:

FORMER NAME:	(Incorrectly) Waitpinga Radar Station	
DESCRIPTION OF PLACE:	Four concrete shelters, the bases of two demolished towers, and a gun pit	
DATE OF COMPLETION:	1942	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Sheep paddock 1946+
PREVIOUS USE(S):	**Description:** **Dates:**	Radar Station 1942-1945
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Military Radar Station
LOCAL GOVERNMENT AREA:	**Description:**	DC of Victor Harbor
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- - Range Road Victor Harbor 5211 4 Fleurieu Peninsula
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5394 553 1 649 Encounter Bay

No. 202 RADAR STATION, VICTOR HARBOR   **C20 15**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	0275720
	Northing:	6061770
	Map Sheet:	6626 Encounter
	Map Scale:	1:100,000
OWNER:	**Name:**	Barry David Wicker
	Address:	PO Box 277
	Town/Suburb:	Victor Harbor
	Post Code:	5211

No. 202 RADAR STATION, VICTOR HARBOR　　　　　　　　**C20 15**
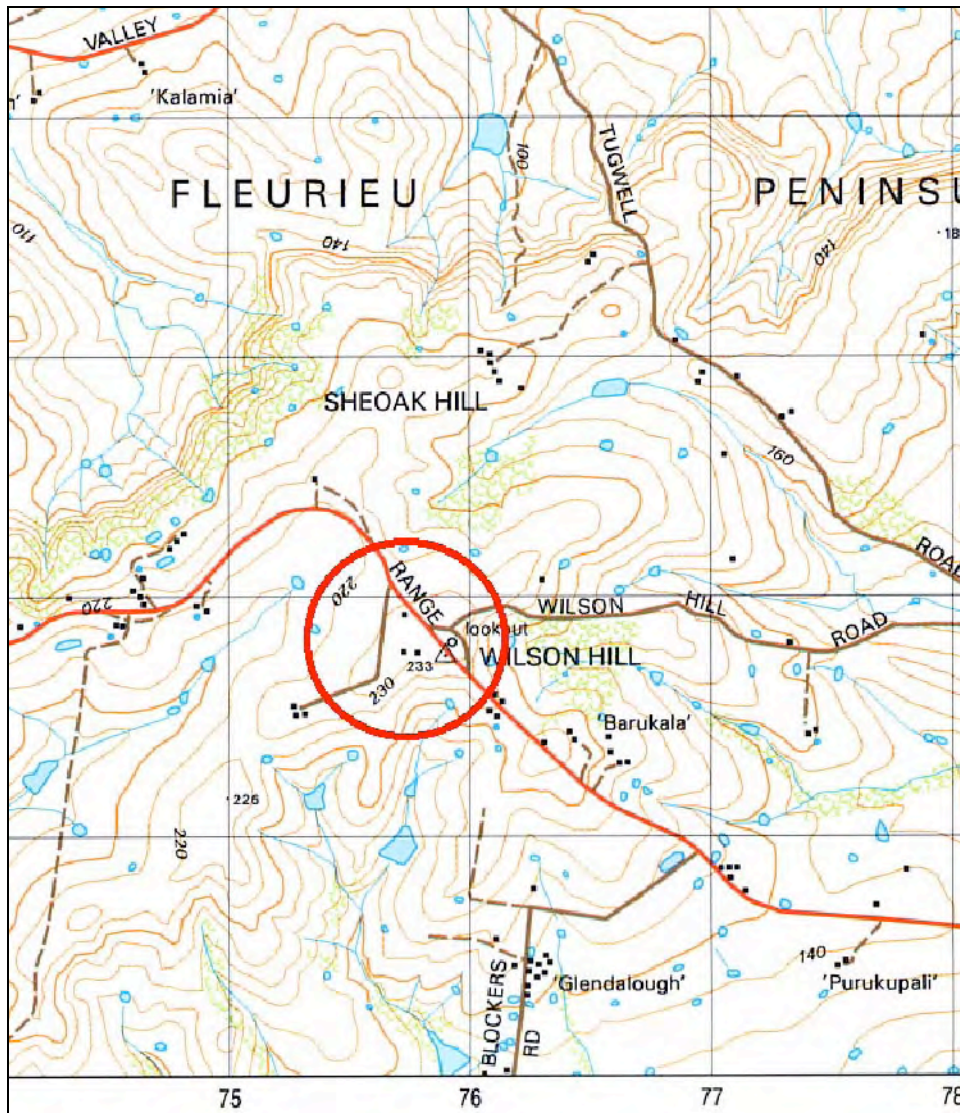
Location Map

Location of former Radar Station, Victor Harbor (*CFS map book region 1*)

No. 202 RADAR STATION, VICTOR HARBOR   **C20 15**

Site Plan

range road

powerhouse

wilson hill road

to camp

depression

old road
alignment

fence posts

tower
base

concrete
structures

tower
base

trig
point

gun
emplacement

N
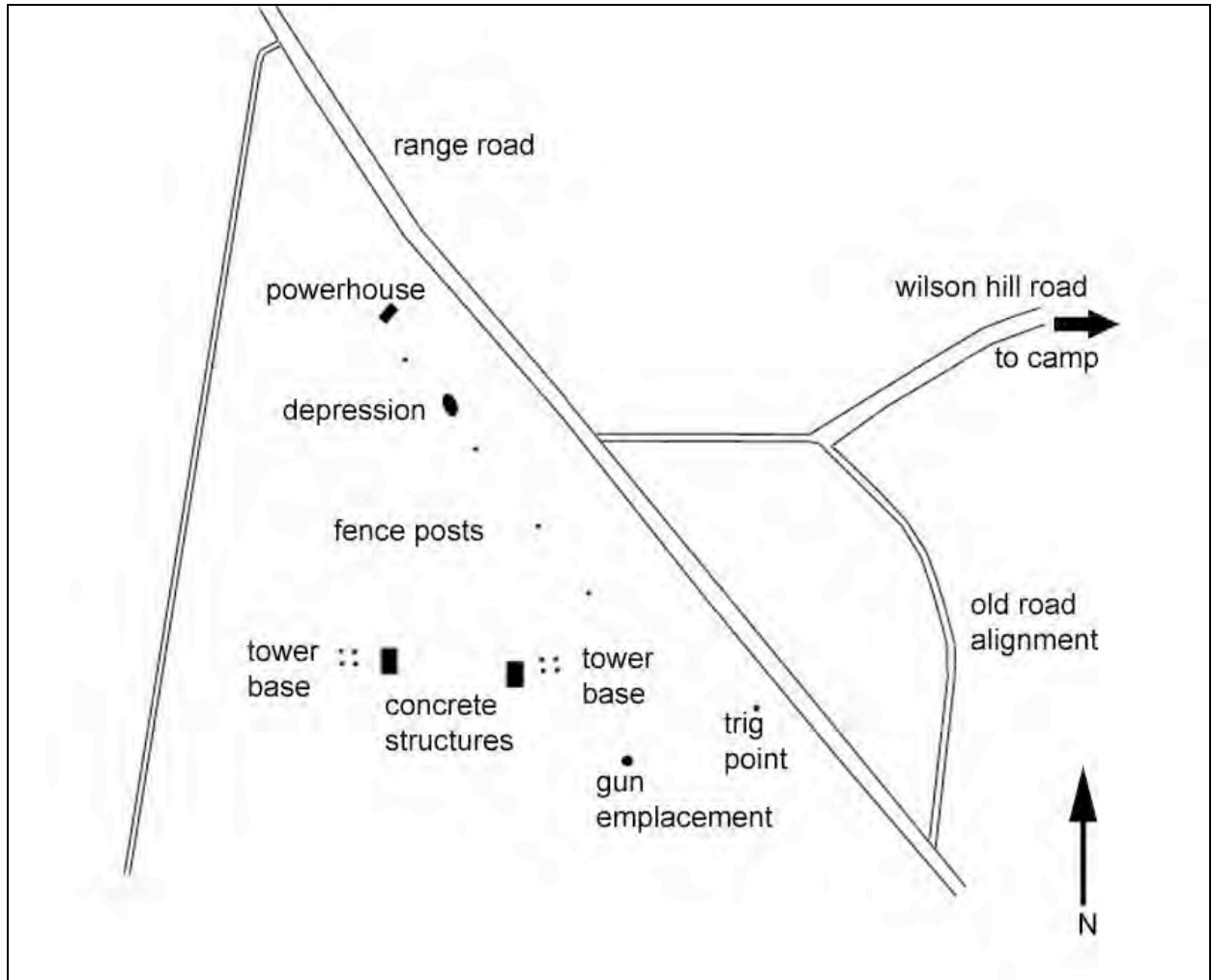
Plan of former Victor Harbor Radar Station Site, 2007

No. 202 RADAR STATION, VICTOR HARBOR **C20 15**
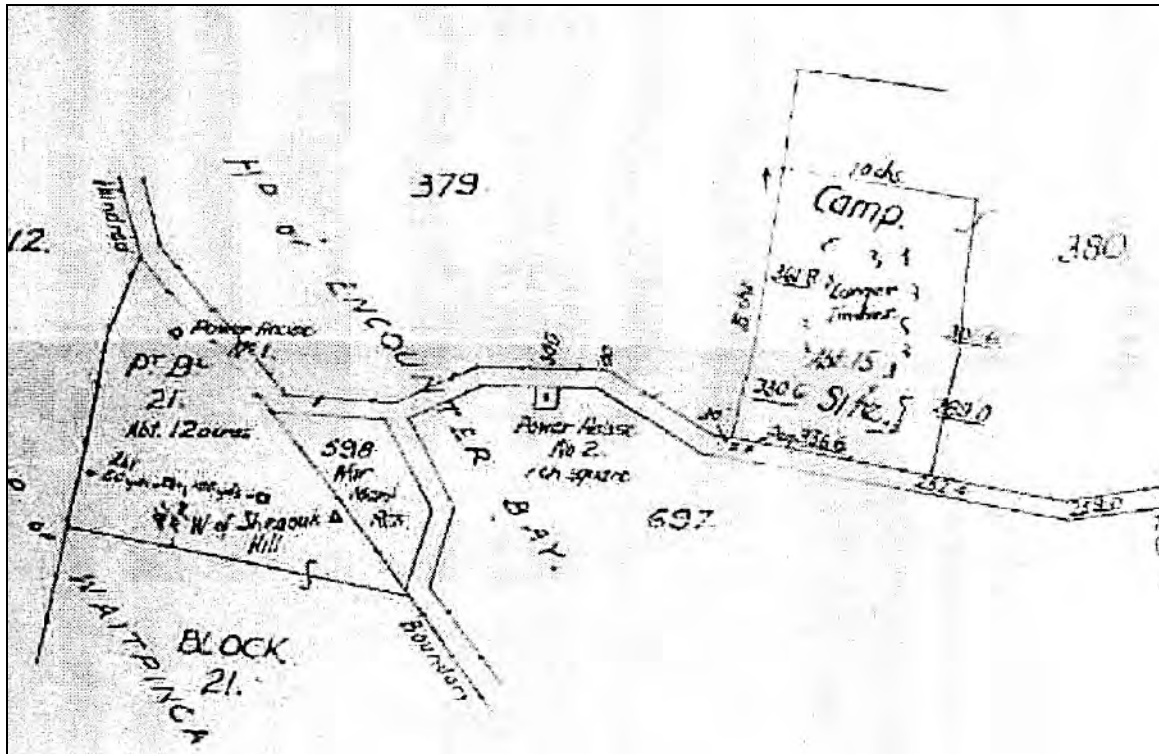
**Survey Plan showing radar station (on triangular allotment),
power house and camp area** (NAA SP110/5 78)
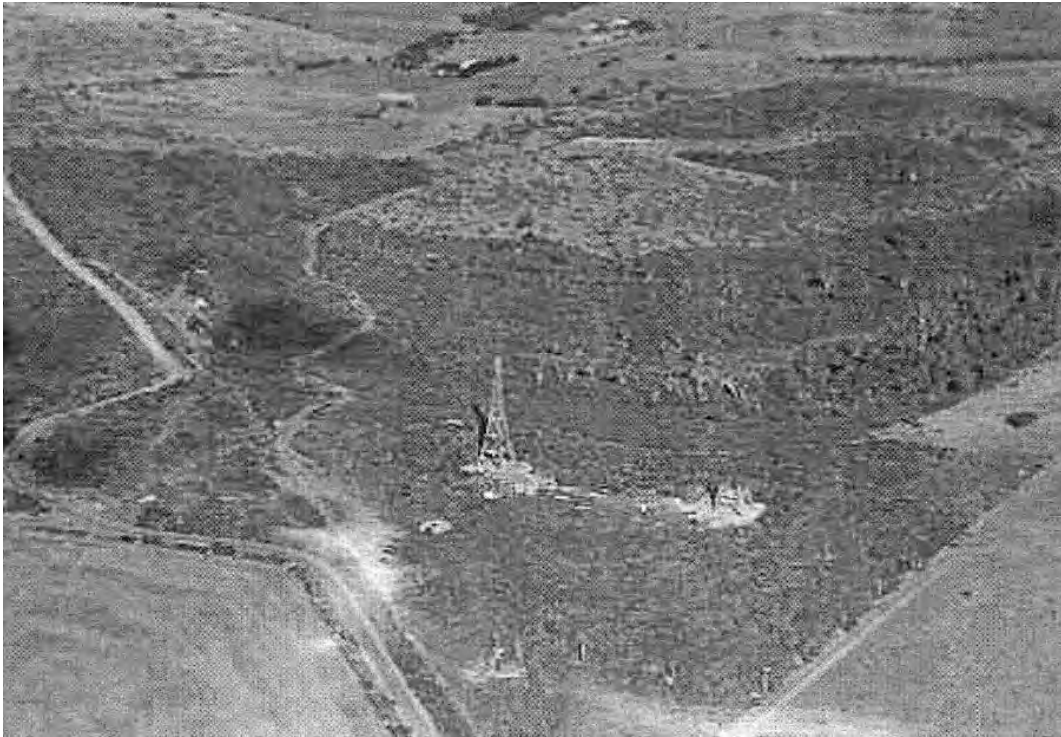
Aerial view of Victor Harbor Radar Station, looking south-east, 1949
(NAA SP110/5 78)
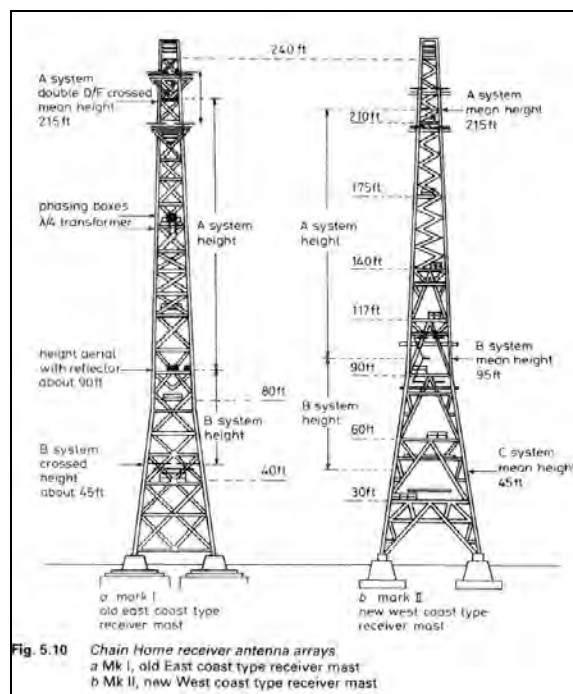
Chain Home radar towers as built in the UK in 1940 (Swords 1986, p. 206)

Radar transmitter and receiver buildings, tower base at right

Generator building, Victor Harbor Radar Station

No. 202 RADAR STATION, VICTOR HARBOR   **C20 15**

Footing of demolished timber tower at Radar Station

Anti-aircraft machine gun pit, Victor Harbor Radar Station

No. 10 RADAR STATION, CAPE JERVIS   C20 16

Place Name and Address: Former RAAF Radar Station
Rarkang Road
Cape Jervis SA 5204

SUMMARY OF HERITAGE VALUE:

Description:

The former Radar Station is dramatically sited on the summit of Campbell Hill. Its principal relic is an oblong concrete building which housed the operators and supported the radar antenna, with smaller structures nearby which housed generators. Extensive remains of the camp site are about a kilometre east of the radar station. All the structures show evidence of camouflage to resemble farm buildings.

Statement of Heritage Value:

The former Yankalilla Radar Station is a rare surviving example of the measures adopted for the defence of Australia from coastal attack, and one of the two best-preserved wartime RAAF radar station sites in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, in retaining substantial infrastructure which illustrates significant aspects of South Australia's wartime history.

(b)   It has rare, uncommon or endangered qualities that are of cultural significance, as being one of only two sites of its kind surviving in South Australia.

(d)   It is an outstanding representative of a particular class of places of cultural significance, as the best-preserved Light Weight Air Warning (LWAW) radar station site in South Australia.

RECOMMENDATION:

It is recommended that the former RAAF No. 10 Radar Station, Yankalilla be provisionally entered in the South Australian Heritage Register.

No. 10 RADAR STATION, CAPE JERVIS **C20 16**

ASSESSMENT OF HERITAGE VALUE:

(a) It demonstrates important aspects of the evolution or pattern of the State's history.

After the opening of the Pacific War, the immediate fear in Australia was of attack by Japanese carrier aircraft. The response was to duplicate the British coastal air defence system. Plans were drawn up for a national chain of Advanced Chain Overseas (ACO) coastal radar stations, including sites at Ceduna, Elliston, Cowell, Whyalla, Victor Harbor and Robe in South Australia. However, by the time of the Japanese defeat at the battle of Midway in June 1942 it was apparent that Japanese naval air power would not stretch to South Australian waters, and half of these stations were never begun. Three radar stations were built at Robe, Cowell and Victor Harbor in early 1942, but never put into service.

Instead, the priority turned back to the threat to coastal shipping from German sea raiders and Japanese submarines, and a new generation of radar defences was designed to cover the sea approaches to Adelaide and the industrial cities of Spencer Gulf. By now the Chain Home stations with their timber towers were obsolete. Faced with the pressures of the Pacific war, the Council for Scientific and Industrial Research (CSIR) in Australia had undertaken a rapid and drastic development program to produce lighter and more portable radar sets with longer range.

The resulting Light Weight Air Warning (LWAW) system was recognisably like modern radar sets. It had a relatively small rotating antenna and could be carried by trucks or aircraft and installed quickly in remote locations. The image it showed the operator was an easily-interpreted map view on a circular oscilloscope. (Mellor 1958, pp. 430-431; Ross 1978 p. 195) The definitive history of radar in the Second World War described it as "surely one of the most remarkable pieces of radar equipment to emerge from World War II." (Brown 1999, p. 221) The term radio direction finding (RDF) was dropped and the American name radar - short for Radio Direction and Ranging - was officially adopted to describe these systems in September 1943.

Two new LWAW radar stations were strategically located to cover the entrances to Gulf St Vincent and Spencer Gulf. No. 7 Radar Station on Wedge Island was approved in May 1942. It was sited to cover the entrance to Spencer Gulf, where all shipping to and from Port Pirie and Whyalla passed. Operated by the RAAF, it was not operational until May 1943. No. 10 Radar Station was sited to cover Backstairs Passage and the approaches to Gulf St Vincent and Port Adelaide. It was named after the nearest town, Yankalilla, although it was actually sited nearer to Cape Jervis and sometimes known by that name. It became operational in April 1943. Both Yankalilla and Wedge Island had unobtrusive LWAW sets, camouflaged to look like ruined cottages. (Ross 1978, p. 196; Fenton 1990-1999)

No. 10 RADAR STATION, CAPE JERVIS   **C20 16**

The radar station was built on the bare summit of Campbell Hill, a prominent peak overlooking Cape Jervis, 308m above sea level. It consisted of a single concrete splinter-proof shelter which housed the transmitting and receiving sets, with the rotating antenna mounted on its roof, and several smaller ones housing diesel generators. There were living quarters built in a gully about a kilometre to the east. Everything was disguised to look like farm buildings from the air.

The Yankalilla radar station functioned uneventfully in terms of enemy operations for about sixteen months. The majority of the operators were Women's Australian Auxiliary Air Force personnel (WAAAFs), who were much in demand for social activities in the surrounding district, and trips by RAAF truck to dances, socials and cinema nights at Delamere, Second Valley and Rapid Bay feature prominently in reminiscences of service at No. 10 Radar Station. At the station itself, there was not much to do for recreation but shoot rabbits.

The radar station ceased operation in September 1944, but was briefly made operational again in December 1944 after the German submarine U-862 appeared off the South Australian coast. The radar stations were finally disbanded in November 1945 and their property was disposed of. (Fenton 1994, p. 25; 1999)

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

(d) It is an outstanding representative of a particular class of places of cultural significance.

The former Yankalilla Radar Station remains stand just south of the Talisker Conservation Park, in a sheep paddock on top of Campbell Hill, overlooking Cape Jervis 8km to the west. Passengers disembarking from the Kangaroo Island ferry can see the ruined radar station silhouetted on the skyline, but probably think it is a farm water tank. The site has a breathtaking panoramic view of Backstairs Passage, Kangaroo Island and lower Gulf. St Vincent

The form of the LWAW station is very different from the ACO stations at Victor Harbor and Cowell. There is one principal structure remaining on the site, actually two conjoined concrete buildings which housed the operators and supported the rotating antenna on its roof. Remains of two small generator buildings and other infrastructure are nearby. The remains of the residential camp are about a kilometre to the east. There are extensive concrete building foundations, fireplaces, a kitchen range, and elaborate stone garden and path edging. The camp remains are far more substantial than those at Victor Harbor, having been intensively occupied for nearly two years, and are also recommended for entry in the South Australian Heritage Register.

No. 10 RADAR STATION, CAPE JERVIS   C20 16

An interesting feature of the building ruins is their camouflage. The concrete operators' building is rendered to resemble rubble stonework, and a standing concrete chimney at the camp is treated the same way. The camp was laid out to look like a complex of farm buildings, and the radar station itself was intended to look like a ruined house. From the ground, the large antenna made its appearance incongruous, but the antenna would not have been conspicuous in an aerial photograph. The outer "ruinous" walls have collapsed, so that the building looks a much less convincing ruin today than it did in wartime photographs.

Of the five coastal radar stations built in South Australia during the Second World War whose remains survive, three are the ACO stations built in 1942 at Victor Harbor, Robe and Cowell. The other transportable LWAW radar installed at Wedge Island has left relatively little evidence on the ground today. The stations planned for Ceduna, Elliston and Whyalla were never begun. Yankalilla is among the best-preserved of these stations, and one of the two which actually saw service. Enough of its evidence remains intact to tell part of the story of the great wartime defence emergency. The site is particularly interesting for the camp remains, which demonstrate something of the lifestyle of the operators, and the evidence of camouflage, something which rarely took a form as durable as concrete, and almost never survives today.

REFERENCES:

Louis Brown, *Technical & Military Imperatives*, 1999
Maurice Fenton, *Radar Country Sketchbook*, 1994
Maurice Fenton, *No. 10 Radar Yankalilla & Other Radars*, 1999
RAAF Historical Section, *Units of the RAAF, Vol. 5*, 1995
David Mellor, *Role of Science and Industry*, 1958
John Ross, *History of Radio in SA*, 1978
Smith & Simmonds, *RAAF Radar in World War II,* 1992
NAA files
Notes compiled by Terry Arnott and Shirley McLean

No. 10 RADAR STATION, CAPE JERVIS   **C20 16**

SITE RECORD:

FORMER NAME:	Yankalilla Radar Station	
DESCRIPTION OF PLACE:	Large concrete building, the remains of two generators, and an extensive camp site	
DATE OF COMPLETION:	1943	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Sheep paddock 1946+
PREVIOUS USE(S):	**Description:** **Dates:**	Radar Station 1943-1945
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Military Radar Station
LOCAL GOVERNMENT AREA:	**Description:**	DC of Yankalilla
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- - Rarkang Road Cape Jervis 5204 4 Fleurieu Peninsula
LAND DESCRIPTION (1):	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5343 856 n/a 14 Waitpinga

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No. 10 RADAR STATION, CAPE JERVIS **C20 16**

SITE RECORD (Cont.):

LAND DESCRIPTION (2):	**Title Type:**	CR
	Volume:	5760, 5764
	Folio:	560, 859
	Lot No.:	n/a
	Section:	383
	Hundred:	Waitpinga
AMG REFERENCE:	**Zone:**	54
	Easting:	0242110
	Northing:	6052310
	Map Sheet:	6526 Jervis
	Map Scale:	1:100,000
OWNER (1):	**Name:**	Ralgnal Pty Ltd
	Address:	65 Strangways Terrace
	Town/Suburb:	North Adelaide
	Post Code:	5006
OWNER (2):	**Name:**	The Crown
	Address:	GPO Box 1047
	Town/Suburb:	Adelaide
	Post Code:	5001

No. 10 RADAR STATION, CAPE JERVIS **C20 16**

Location Map

Location of former Cape Jervis Radar Station (*CFS map book region 1*)
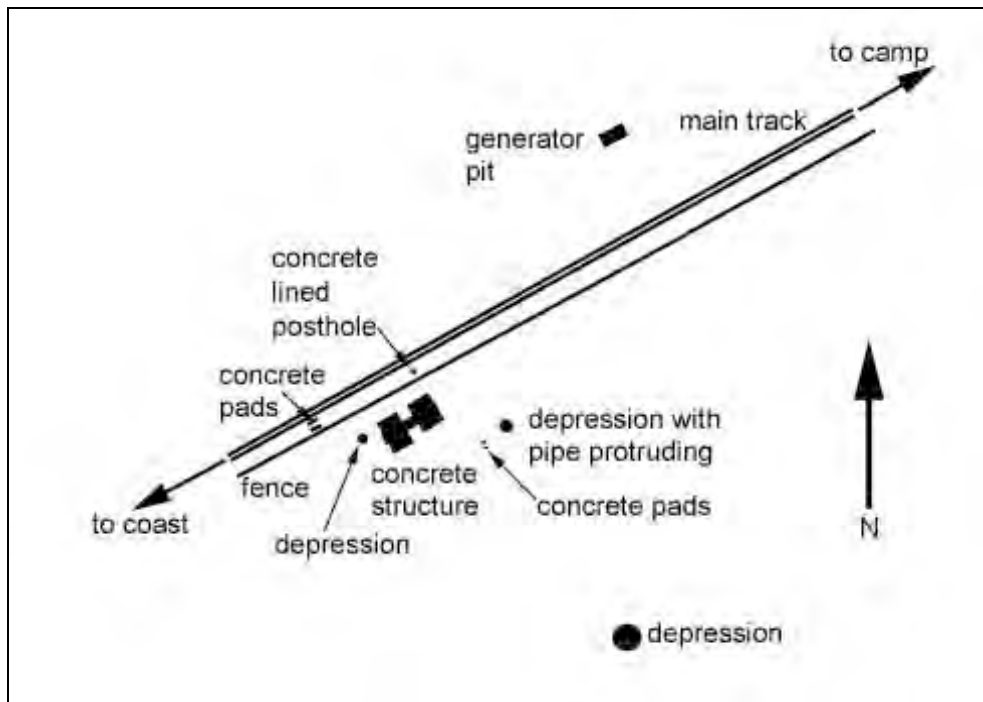
Plan of Cape Jervis Radar Station Site, 2007
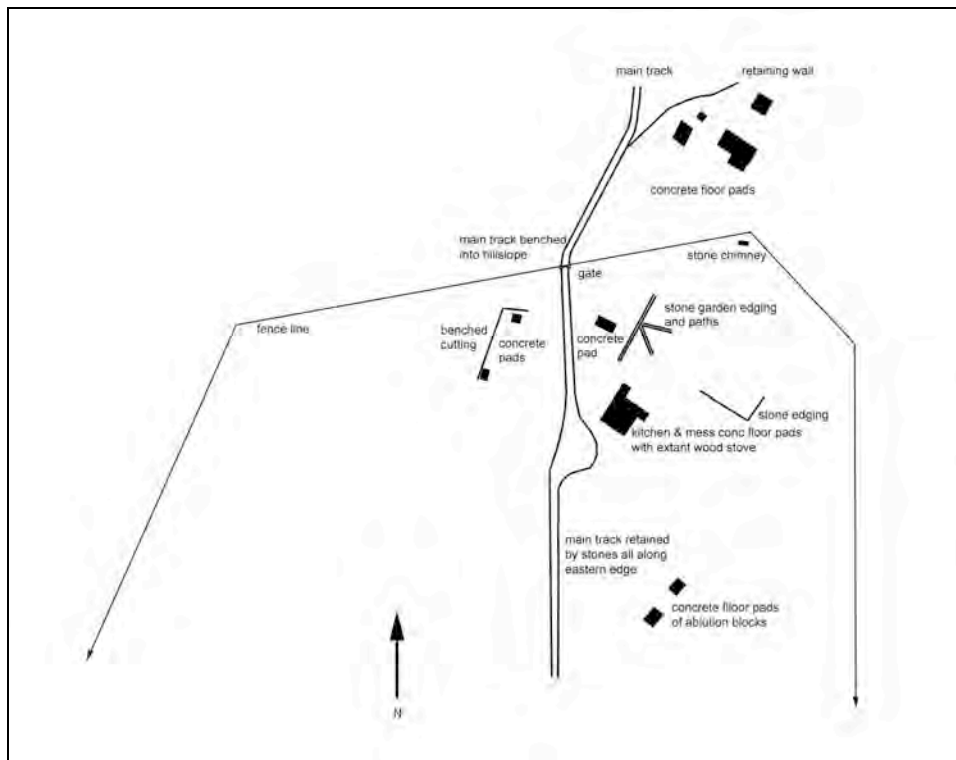
Plan of Cape Jervis RAAF Camp Site, 2007
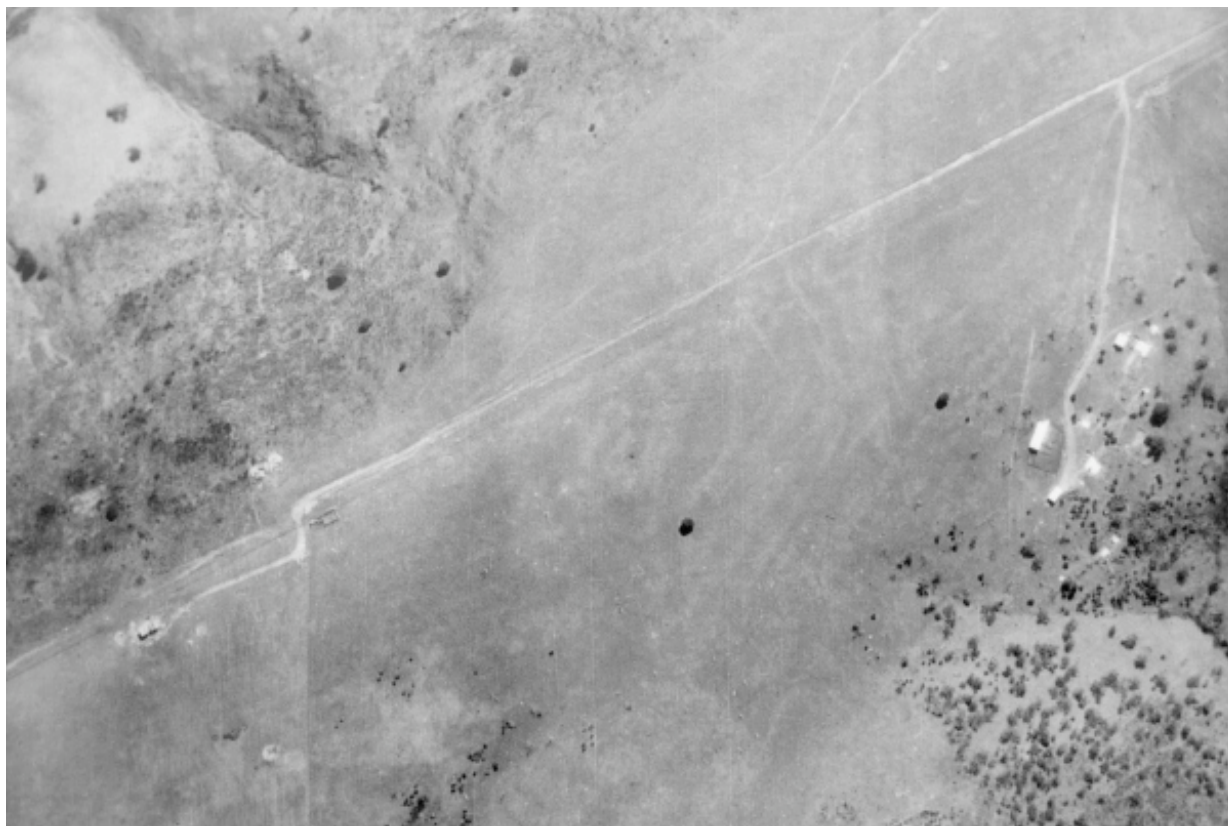
Aerial photo of Cape Jervis Radar Station (at left) and camp (at right), 1949
(Shirley McLean)
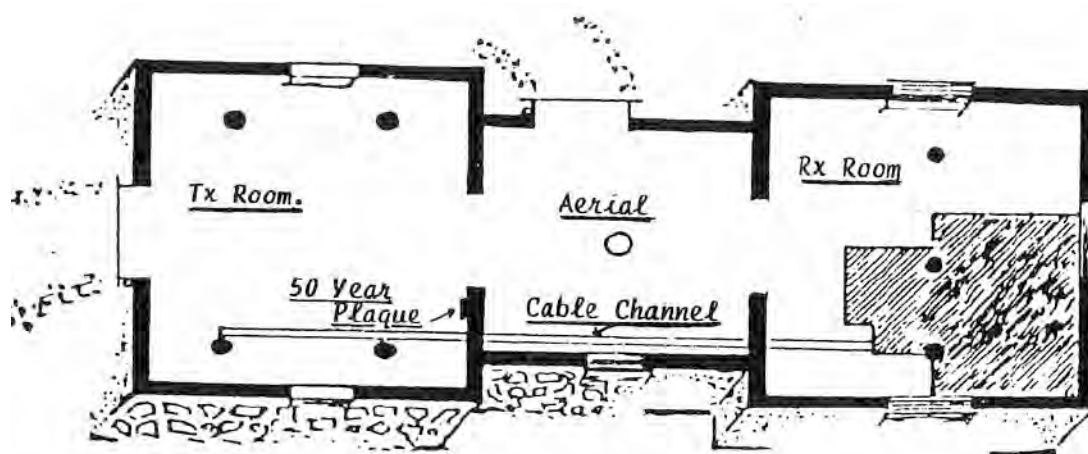
Plan of Cape Jervis Radar Station building
(Fenton 1999, p.32)
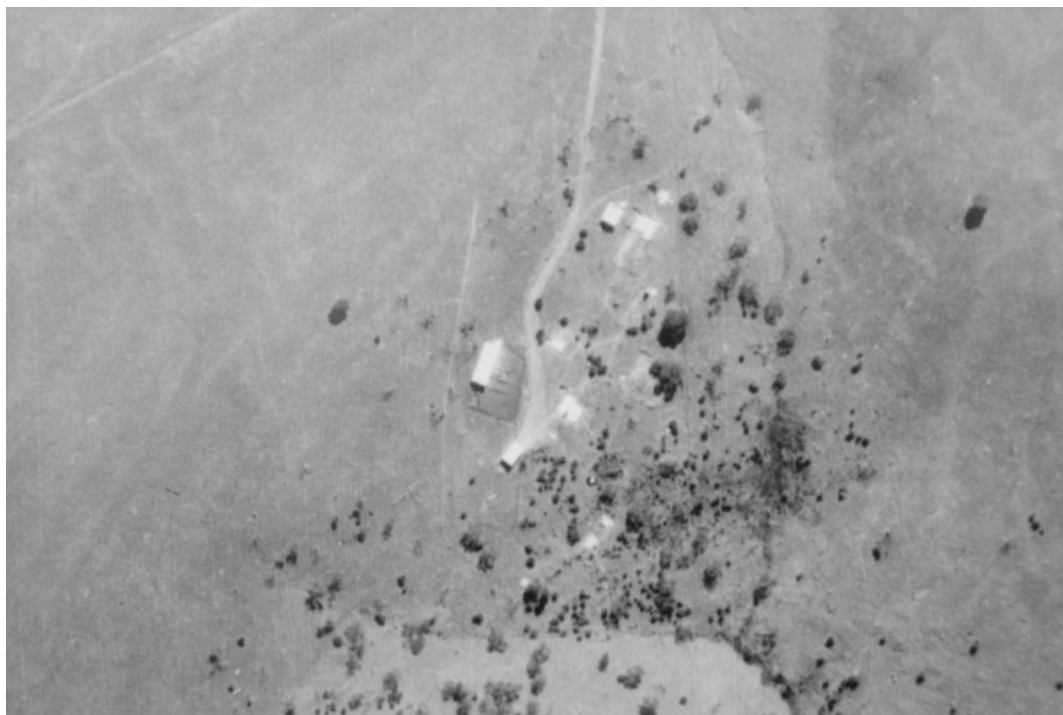
Aerial photo of Cape Jervis Radar Station camp site, 1949
(Shirley McLean)

Reunion of Cape Jervis Radar Station operators, 1995
(Fenton 1999, p. 47)
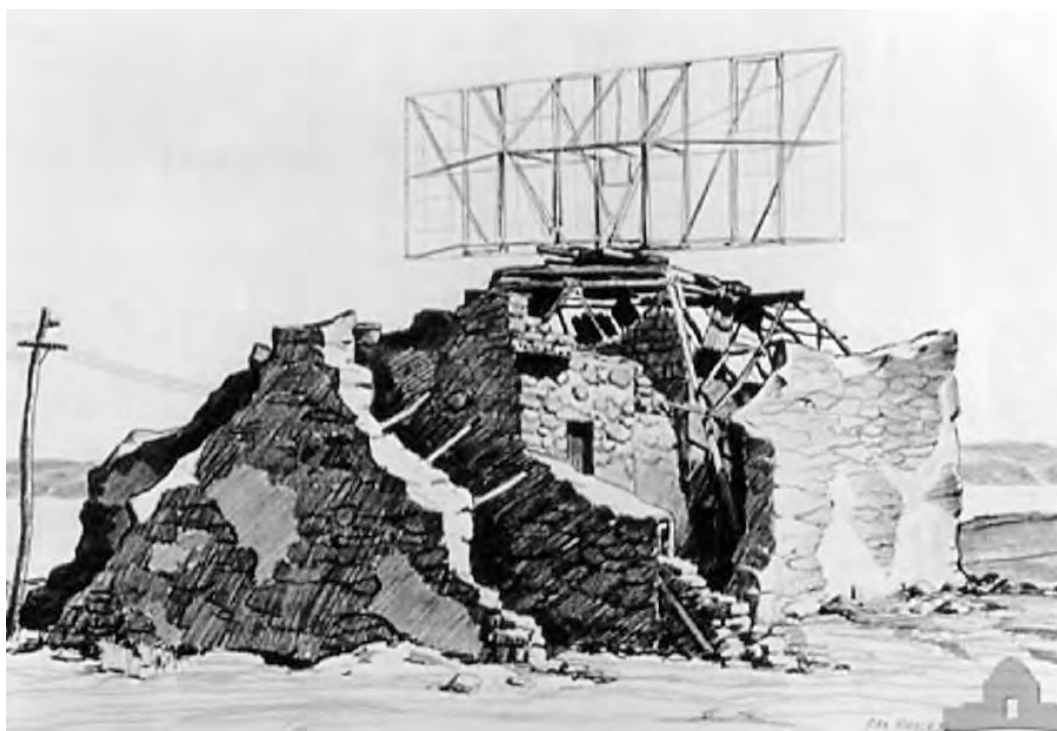
Drawing by Max Ragless of Cape Jervis radar station in 1944 (AWM ART30198)
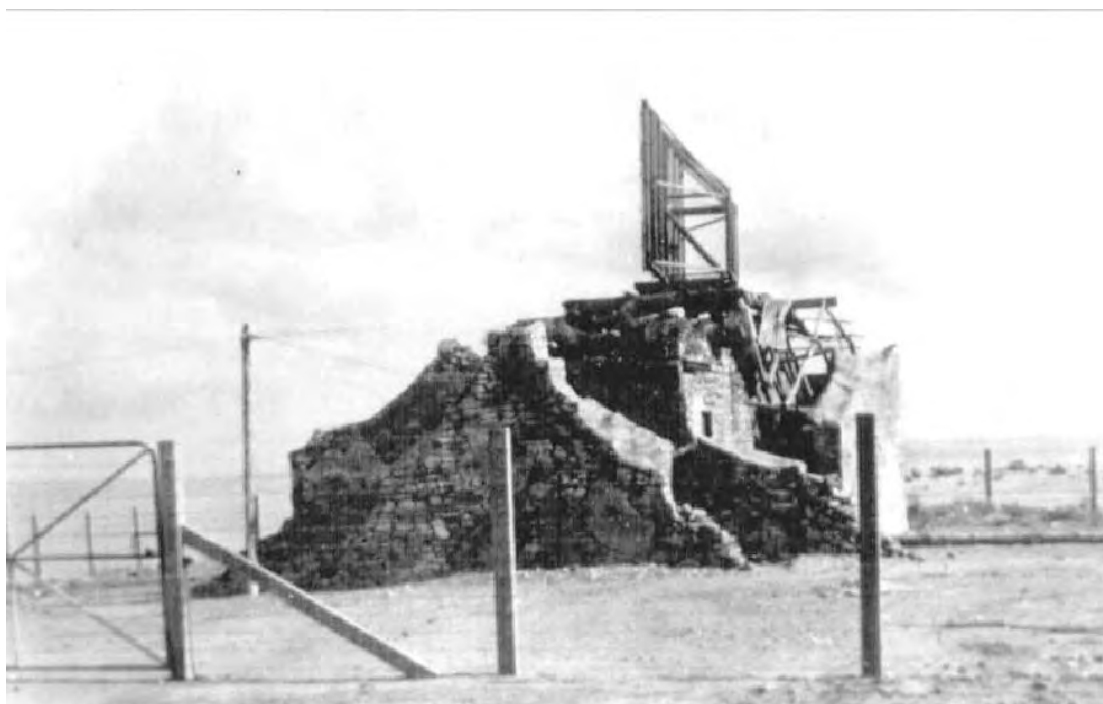
Photograph of Cape Jervis radar station and fence (Fenton 1999, p. 9)

Transmitter & receiver building, Cape Jervis Radar Station
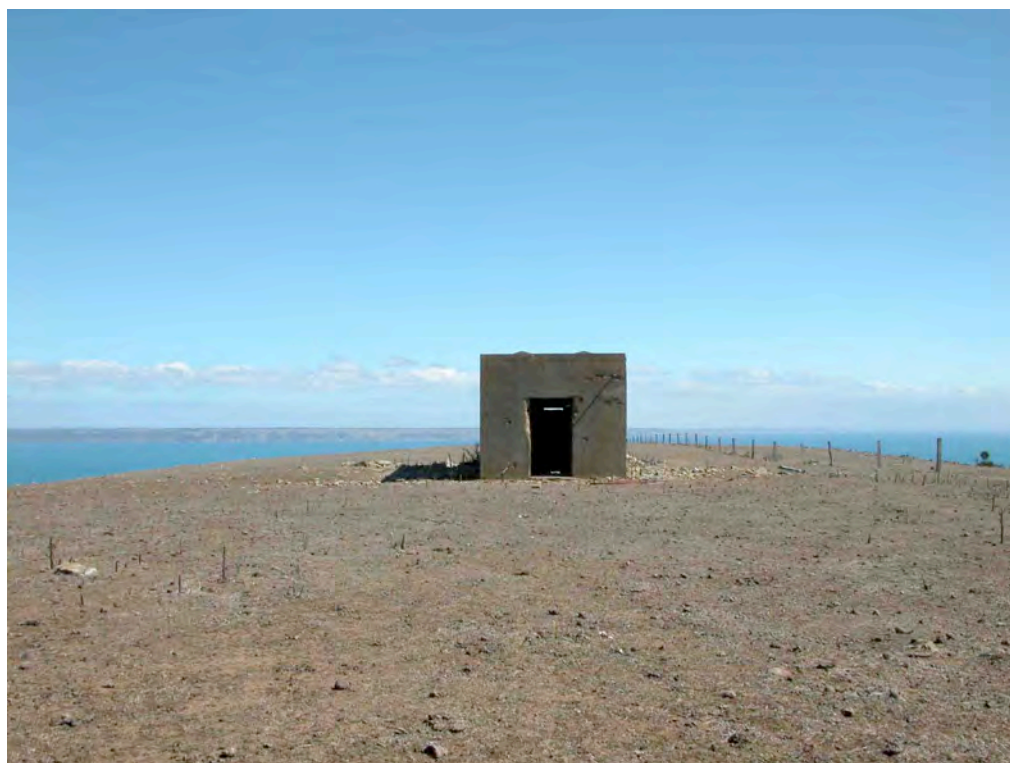
Transmitter & receiver building, Cape Jervis Radar Station

Remains of generator, Cape Jervis Radar Station

Camp site, Cape Jervis Radar Station

RAAF GUNNERY RANGE, PORT PIRIE   **C20 17**

Place Name and Address: Former RAAF Gunnery Range
Old Pirie Road
Port Broughton SA 5522

SUMMARY OF HERITAGE VALUE:

Description:

The former Gunnery Range stands on a low coastal sand ridge that runs from north-west to south-east. It was designed to be targeted by aircraft from the north-east, i.e. firing out to sea. It consists of a row of six timber target frames spaced about 30m apart. Beside each target is a large Roman numeral from I to VI, made of sheetmetal on a timber frame, angled backwards to be visible from the air. These stand over 2m high and are the most conspicuous elements of the range. At each end of the row of targets is a small concrete booth to provide shelter for attendants.

Statement of Heritage Value:

The former Gunnery Range is a very rare (perhaps unique) surviving example of the measures adopted for defence training in Australia in the 1940s, and one of the best-preserved wartime RAAF relics in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, in retaining significant infrastructure of military aviation between 1941 and 1943 which illustrates significant aspects of South Australia's wartime history.

(b)   It has rare, uncommon or endangered qualities that are of cultural significance, as probably the only wartime aviation gunnery range surviving in Australia.

(d)   It is an outstanding representative of a particular class of places of cultural significance, as the only well-preserved military aviation training facility in South Australia.

RECOMMENDATION:

It is recommended that the former RAAF Gunnery Range, Port Pirie be provisionally entered in the South Australian Heritage Register.

RAAF GUNNERY RANGE, PORT PIRIE   **C20 17**

ASSESSMENT OF HERITAGE VALUE:

(a)   It demonstrates important aspects of the evolution or pattern of the State's history.

In 1940, the RAAF began to establish flying schools to train large numbers of aircrew. Of the three services, the Air Force had the luxury of being selective about its recruits, as the number of volunteers eager to learn to fly was nearly three times as many as the training facilities could take. At the time, Australia's main aim was to supply crews for RAF aircraft in Europe, under the Empire Air Training School (EATS), but by 1942 most of the graduates would be staying in Australia.

To speed the process, there was a hierarchy of schools with increasing levels of specialisation, and most types were represented in South Australia. Recruits began at an Initial Training School (Mount Breckan) where they were taught mathematics, navigation and radio procedures on the ground. Those who showed aptitude would be sent to an Elementary Flying Training School (Parafield) where they learnt the rudiments of flying in a small single-engined aircraft. The better graduates would go to a Service Flying Training School (Mallala) where they converted their skills to larger military aircraft. Those who qualified as pilots or other aircrew went on to specialist training. Some went to Canada where they learnt to crew state-of-the-art fighters and bombers and were then sent on to the UK. Others trained in Air Observer's Schools (Mount Gambier) or Bombing and Gunnery Schools, which had the delightful acronym of BAGS.

No. 2 Bombing and Gunnery School was established at the newly-built RAAF base south of Port Pirie on 15 June 1941. It was one of three in Australia; the others were at West Sale in Victoria and Evans Head in New South Wales. Port Pirie was the second-largest RAAF base in South Australia with 17 Bellman hangars at its peak, slightly smaller than RAAF Mallala. It was an advanced specialist school where aircrew flying Fairey Battles and Avro Ansons were trained in bombing and gunnery techniques. The location was chosen because aerial bombing and gunnery practice obviously requires a lot of empty space. On the coast of Spencer Gulf between Port Pirie and Port Broughton, the delta of the Broughton River forms a large area of wetlands, merging into marginal grazing land.

Nine bombing and gunnery ranges were established along this desolate coastal strip. (See sketch map in Wordley & Madigan 1982, p. 103) Most have left little physical evidence today. Another gunnery range can be identified on a samphire flat north-west of the junction of Wandearah Road and Lower Broughton Road, about 14km to the north-west of this site. There are two concrete shelters on the site similar to those at the more southerly gunnery range, but aerial photographs also show the circular pockmarks of bomb craters on this bombing range (although they are not apparent from ground level) suggesting that it was a combined gunnery and bombing range.

RAAF GUNNERY RANGE, PORT PIRIE   C20 17

Much of the gunnery practice was air-to-air, with the gunner firing at a target drogue being towed behind another aircraft (preferably a long way behind!). However, there was also training in firing at ground targets, and gunnery ranges were required. This one was set up on a sand ridge about a kilometre west of the old Port Pirie-Port Broughton Road. It was something like an infantry rifle range on a grand scale, with a series of six targets spaced out about 30m apart, each target identified by a large Roman numeral beside it.

Bombing and gunnery training was hazardous, and about 22 aircrew were killed in accidents near the Port Pirie base. They are buried in the military section of Port Pirie cemetery. No. 2 BAGS operated for two and a half years, until December 1943 when the school was closed and Port Pirie became No. 3 Air Observer's School, which operated until January 1946. RAAF Base Port Pirie was disbanded early in 1947, when 67 accommodation huts were taken to the new Woomera village.

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

(d)   It is an outstanding representative of a particular class of places of cultural significance.

South Australia had four wartime RAAF training airfields: Mount Gambier, Parafield, Mallala and Port Pirie. Of these, Parafield is by far the best preserved. Very little wartime fabric survives at Mount Gambier or Port Pirie, which are now both civil airfields, and Mallala is now a motor racing circuit.

The Port Pirie Gunnery Range is a remarkable survivor, still standing 65 years after it was last used, with most of its fabric intact. Such peripheral facilities are poorly documented in archival sources, although they seem to have been built to standard patterns. Enquiries directed to the Victorian and New South Wales heritage agencies, and queries circulated amongst heritage consultants with experience on wartime Defence sites, has produced no knowledge of similar places interstate. Only on remote wetlands a few kilometres from RAAF Base Townsville, built in 1940, are there two concrete shelters like the ones at the Port Pirie Gunnery Range, although no targets survive. The target frames and numerals standing at Port Pirie seem to be unique in Australia.

The former Gunnery Range target area stands on a low coastal sand ridge that runs from north-west to south-east, roughly parallel to Old Pirie Road about 30km south of Port Pirie, and visible from the road. The target complex is about 300m long, and consists of a row of six timber target frames spaced about 30m apart. Some kind of target must have been attached to these - perhaps a bullseye painted on canvas or plywood. Beside each target frame is a large Roman numeral from I to VI, made of sheetmetal on a timber frame, angled backwards to be visible from the air. These were presumably intended to allow each gunner to identify an individual target for scoring purposes. The targets were aligned to be fired on by aircraft from the north-east, firing out to sea.

RAAF GUNNERY RANGE, PORT PIRIE **C20 17**

The numerals stand over 2m high and are the most conspicuous elements of the range. They are in only fair condition; the land owners have patched them up when necessary, but decay in the timber frames needs to be addressed or the structures will be lost. A brief inspection showed several bullet holes in the sheetmetal numerals, although none were observed in the target frames.

At each end of the row of targets is a small concrete booth to provide shelter for attendants maintaining the targets. There are based on RAF designs, for similar observation buildings stand at RAF Millom in the UK. There are also two similar booths at the former Port Pirie gunnery and bombing range 14km to the north-west, and another set stands at RAAF Base Townsville in Queensland.

REFERENCES:

Gavin Long*, Six Years War,* 1973, pp. 25-27
RAAF Historical Section, *Units of the RAAF, Vol. 8*, 1995, pp. 8, 11-12
NAA files
RAF Gunnery ranges website
<http://www.users.globalnet.co.uk/~rwbarnes/defence/ranges.htm#brg>
Townsville Air Gunnery Range website
<http://home.st.net.au/~dunn/bunkers/towncommonbunkers.htm>
Wordley & Madigan, *Port Pirie Remembers*, 1982

RAAF GUNNERY RANGE, PORT PIRIE   C20 17

SITE RECORD:

FORMER NAME:	No. 2 Bombing and Gunnery School	
DESCRIPTION OF PLACE:	Row of six timber target frames, each with a large Roman numeral; two concrete shelters	
DATE OF COMPLETION:	1942	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Sheep paddock 1947+
PREVIOUS USE(S):	**Description:** **Dates:**	Firing/Practice Range 1941-1943
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	n/a n/a
SUBJECT INDEXING:	**Group:** **Category:**	Military Firing/Practice Range
LOCAL GOVERNMENT AREA:	**Description:**	DC of Barunga West
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- - Old Pirie Road Port Broughton 5522 8 Lower North
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	CT 5883 221 n/a 1058 Mundoora

RAAF GUNNERY RANGE, PORT PIRIE **C20 17**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	53
	Easting:	0775670
	Northing:	6291490
	Map Sheet:	6431 Whyalla
	Map Scale:	1:100,000
OWNER:	**Name:**	Gary & Glenys Collins
	Address:	RSD 58
	Town/Suburb:	Wandearah West
	Post Code:	5523

RAAF GUNNERY RANGE, PORT PIRIE   **C20 17**
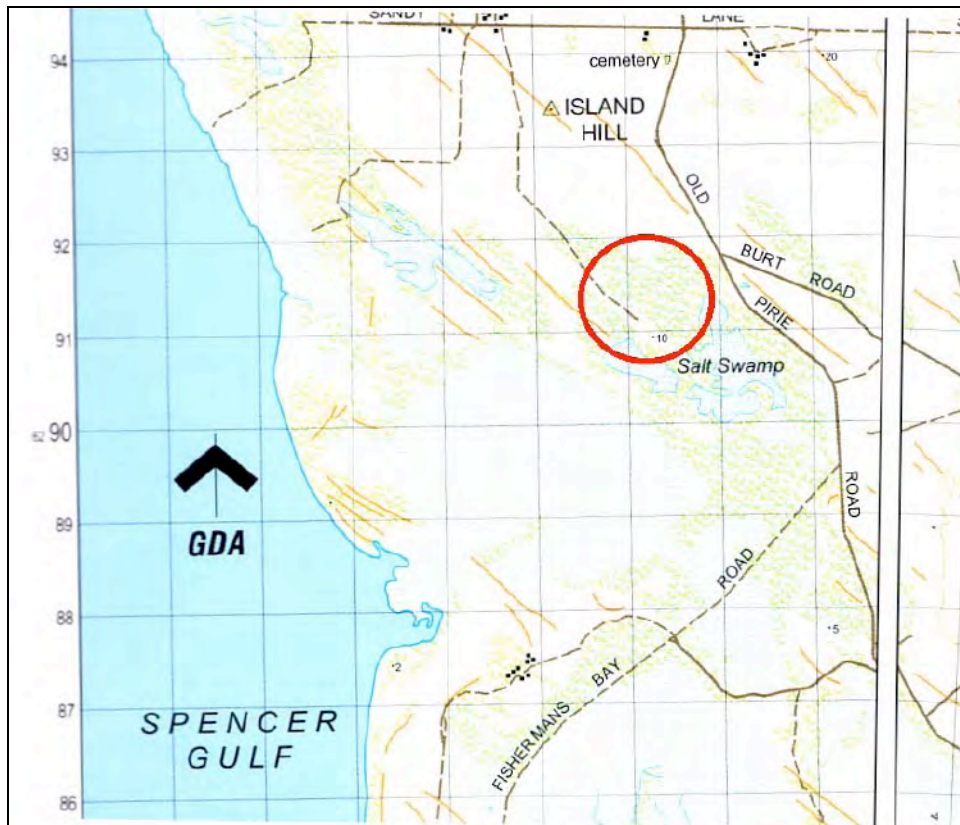
Location Map

Location of former RAAF Gunnery Range (*CFS map book region 4*)
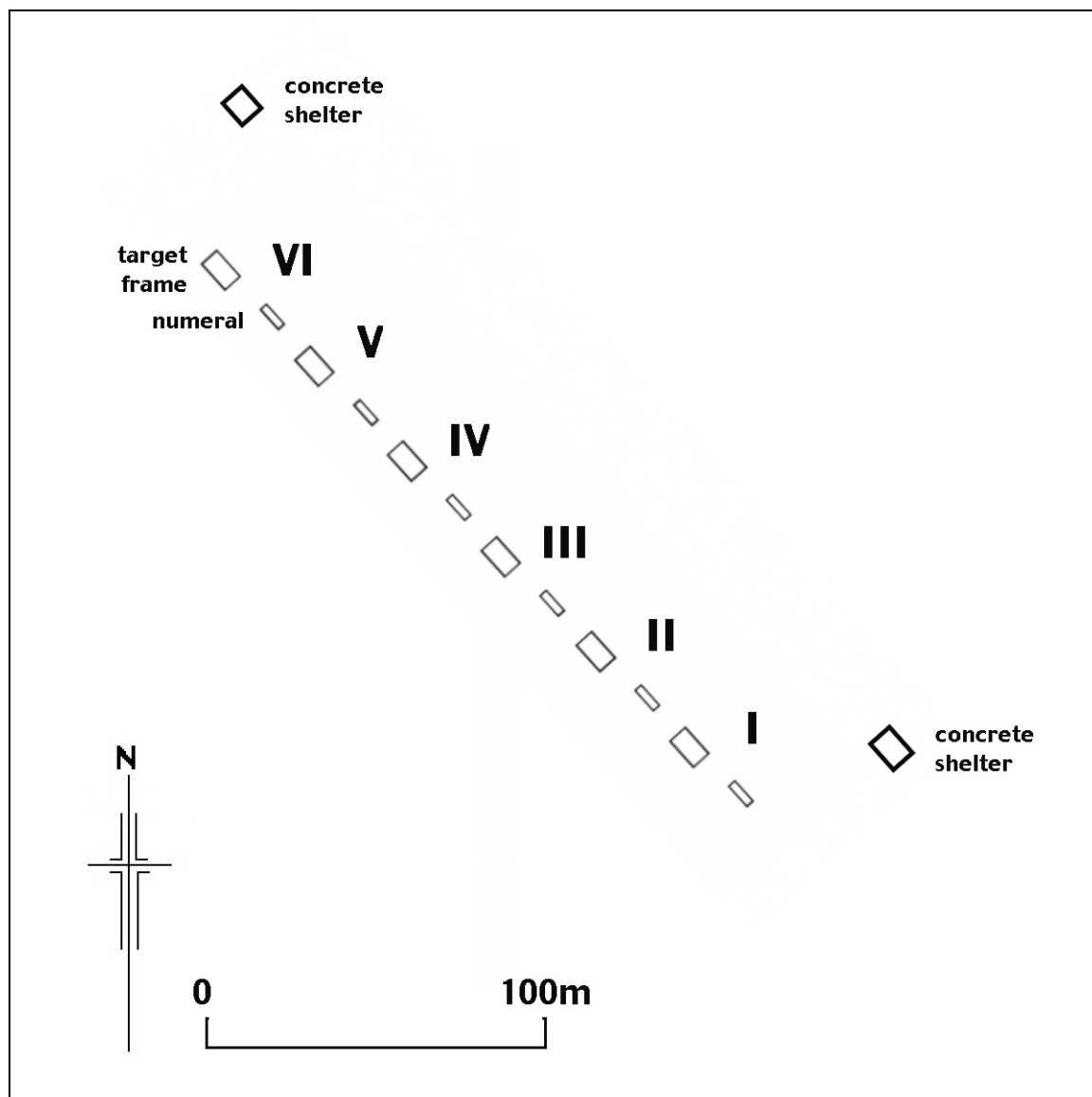
Sketch Plan of Surviving Historic Structures at RAAF Gunnery Range

RAAF GUNNERY RANGE, PORT PIRIE   **C20 17**

General view of Gunnery Range, looking south-east

One of two concrete shelters at Gunnery Range

Numeral IV at Gunnery Range, looking south-west

Bullet hole in numeral at Gunnery Range

RIVER MURRAY LOCKS AND WEIRS   C20 18

Place Name and Address: Locks 1 to 6 on the River Murray, located near Blanchetown, Waikerie, Overland Corner, Bookpurnong, Renmark and Murtho

SUMMARY OF HERITAGE VALUE:

Description:

The locks and weirs are a system of six concrete barriers across the River Murray from Blanchetown up to the Victorian border, designed to pond water and even out the river's flow. They are essentially identical in design, each fitted with a gated lock chamber to permit vessels to pass.

Statement of Heritage Value:

The locks and weirs are of great significance to South Australia as a major engineering project carried out over twenty years, and designed to facilitate irrigation and the extension of agriculture as well as riverine navigation.

(Strictly speaking, only Locks 2, 4 and 6 fall within the date range of this survey 1928-1945, but all six locks are of identical significance.)

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   The locks demonstrate important aspects of the evolution or pattern of the State's history, in forming significant infrastructure of the River Murray works built between 1915 and 1935.

(d)   The locks are an outstanding representative of a particular class of places of cultural significance, as one of the most ambitious engineering works in South Australia

(e)   The locks demonstrate a high degree of creative and technical accomplishment as outstanding representatives of innovative design and construction techniques

RECOMMENDATION:

It is recommended that River Murray Locks 1 to 6 be provisionally entered in the South Australian Heritage Register

RIVER MURRAY LOCKS AND WEIRS   **C20 18**

ASSESSMENT OF HERITAGE VALUE:

(a)   **It demonstrates important aspects of the evolution or pattern of the State's history.**

The River Murray was used for commercial navigation from 1854, and for irrigation from the early 1880s onward. As these activities intensified over the next few decades, they were constantly impeded by the seasonal fluctuations in the river level. A plan to control the river's flow by a system of weirs had been drawn up as early as 1863, but it was not until the First World War that an agreement between the Commonwealth, South Australia, New South Wales and Victoria led to the formation of a River Murray Commission and the enactment of uniform legislation by the four jurisdictions in 1915, the first major instance of co-operative management of an issue on a Federal basis.

The outcome was intended to be a major infrastructure program which would build over thirty dams, weirs and barrages on the River Murray and lakes. Two major storages were designed: the Hume Dam to supply Melbourne, and Lake Victoria, which while located in New South Wales, was designed to regulate the flow of River Murray water into South Australia.

In addition there were to be 26 weirs built at intervals along the river from Blanchetown to Echuca. Their purpose was twofold: first to pool water for irrigation, and second to tame the seasonal fluctuations in the river's depth so it could be used for navigation all year round. The levels of the weirs were precisely surveyed so that they would provide a continuous body of standing water approximately 3m deep all the way from the river mouth to Echuca. To perform the second role, each weir had to be fitted with a gated lock chamber to allow shipping to pass through.

Building commenced at Blanchetown in 1915 under the supervision of the SA Hydraulic Engineers Department (renamed the Engineering & Water Supply Department in 1929), and the Blanchetown weir, known as Lock 1, was completed in 1922. From then until 1940 there was more or less continuous construction activity happening somewhere on the river. Construction of the weirs occupied the 1920s. Five more were built in South Australia: Lock 3 at Overland Corner in 1925, Lock 5 at Renmark in 1927, Lock 2 at Taylorville near Waikerie in 1928; Lock 4 at Bookpurnong near Berri in 1929, and Lock 6 at Murtho near the Victorian border in 1930. (Ronalds 1946; Kenderdine 1993, pp. 119-126) Construction workers were housed in prefabricated huts and tents, forming temporary villages complete with their own shops and schools. Many families moved from lock to lock for years as the project went on. (Linn 2001) The SA government also constructed locks 7 to 9 in New South Wales between 1926 and 1935.

To permit the twin aims of shipping and irrigation, the weirs were designed to incorporate lock chambers with gates at both ends. However, the river trade was already long past its heyday. Railways to the river ports of Morgan in 1878 and Murray Bridge in 1886 had begun diverting the long-distance trade to Port Adelaide decades before the first lock was built.

RIVER MURRAY LOCKS AND WEIRS   C20 18

The massive works program coincided with the final winding down of the river trade, as trucks began to replace the last paddle steamers still engaging in local trade in the lower river. While all the South Australian weirs were completed for their irrigation value, most of the weirs planned for the New South Wales section of the Murray were never built. Only 13 of the planned 26 were ever built.

Though it was not an intended consequence of the project, the water pondages created by the South Australian weirs would later facilitate the two pipelines built from the river from Morgan to Whyalla during the Second World War, and from Mannum to Adelaide after the war.

The culmination of the River Murray works involved the construction of three kilometres of barrages across the Murray lakes near the mouth. Construction of the barrage system began in 1935 and was completed in February 1940. (Kenderdine 1993, pp. 113-118) The barrages are described in a separate nomination report.

(d)   It is an outstanding representative of a particular class of places of cultural significance.

Of all the engineering works in Australia designed to pond stream flows, the River Murray weirs and locks rank among the largest and most impressive. Only the Snowy Mountains Scheme which began thirty years later is on a larger scale, built in mountainous terrain principally to provide hydro-electricity. Of particular significance to South Australia's built heritage is that, while New South Wales and Victoria lost interest in the scheme and only completed a small number of their intended weirs, the South Australian part of the project was completed in every detail.

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

The weirs and locks are remarkable engineering structures. The conceptual design of the weir and lock system was the work of Captain E.N. Johnston of the United States Corps of Engineers, who was engaged by the South Australian government in 1912 to advise on controlling the River Murray's waters. The detail was done by SA Engineer-in-Chief Graham Stewart and the staff of the Hydraulic Engineer's Department. The six weirs in South Australia are essentially identical, except for minor differences imposed by local topography. Drawing on American experience, Johnston designed permanent concrete weirs divided into three parts. Each had a lock chamber for use by boats during normal or low flow. Johnston based the chamber dimensions on a study of the sizes of ships and barges using the river, and allowed room for a steamer towing two barges abreast to occupy the chamber. Each chamber is 307 feet long by 56 feet wide (93m x 17m), and is designed to allow a drop or lift in water level of 9 to 12 feet (3-4m).

RIVER MURRAY LOCKS AND WEIRS C20 18

The permanent concrete weir extending from the lock to the opposite bank is also designed to maintain river level at normal or low flow, but is divided into two sections fitted with temporary structures to allow it to cope with flood level flows. Next to the lock there is a navigable pass with timber Boule shutters supported on steel collapsible trestles. During flood flows, the shutters are removed, the trestles collapse, and downstream shipping passes through the navigable pass over the weir. Upstream shipping stops during flood flows. The remaining sluice section has openings between concrete pylons which are normally closed by logs. These too are removed during flood flows to minimise the weir's obstruction to the river's flow.

The lock chambers were fitted with four heavy cranes to allow the lock gates to be lifted out for maintenance (or to retrieve a sunken or disabled vessel from the lock). The original cranes have been replaced by modern structures. The original timber lock gates have been replaced by steel gates, and the wooden stop logs are now concrete. Lock 4 was raised in height slightly in 1999. Otherwise, the overall design of the weirs and locks has changed very little since construction.

The surveys for the weir sites had to be done with great precision, to get the pondage levels exactly right. For example, Lock 1 at Blanchewater had to have its spillway built at precisely the right level to create a navigable depth at Lock 2 at Taylorville near Waikerie, a distance of about 60km along the winding river channel.

The construction of the six weirs was a major engineering project, each weir using 15,000 to 20,000 cubic metres of concrete. To that time, the largest concrete structure in South Australia was Beetaloo reservoir, but the total amount of concrete incorporated in the weirs and locks - over 300,000 tonnes - was considerably greater.

The design of the lock and weir system was an engineering feat of the highest magnitude, and its construction over a period of twenty years was a major project, not matched in Australia until the Snowy Mountains scheme which commenced nearly thirty years later.

REFERENCES:

Cumming & Moxham, *They Built South Australia*, 1986
J.H.O. Eaton, *Short History of the River Murray Works*, 1945
Richard Good, "The Murray and the Snowy", 1988
Heritage Investigations, Heritage of the River Murray, 2007
Sarah Kenderdine, *Historic Shipping on the River Murray*, 1993
Rob Linn, *Murray Water is Thicker than Blood*, 2001
Albert Ronalds, *RMC: Harnessing Australia's Greatest River*, 1946
RNE file 101503
E&WS interpretation signs along the river

RIVER MURRAY LOCKS AND WEIRS C20 18

SITE RECORD:

FORMER NAME:	n/a	
DESCRIPTION OF PLACE:	Six weirs with gated lock chambers	
DATE OF COMPLETION:	1930	
REGISTER STATUS:	**Description:**	n/a
CURRENT USE:	**Description:** **Dates:**	Weirs 1922+
PREVIOUS USE(S):	**Description:** **Dates:**	n/a n/a
ARCHITECT:	**Name:** **Dates:**	n/a n/a
BUILDER:	**Name:** **Dates:**	Hydraulic Engineers Dept 1915-1930
SUBJECT INDEXING:	**Group:** **Category:**	Transport (Water) Lock
LOCAL GOVERNMENT AREA:	**Description:**	See separate table
LOCATION:	**Unit No.:** **Street No.:** **Street Name:** **Town/Suburb:** **Post Code:** **Region No.:** **Region:**	- - n/a n/a n/a 5 River Murray
LAND DESCRIPTION:	**Title Type:** **Volume:** **Folio:** **Lot No.:** **Section:** **Hundred:**	n/a n/a n/a n/a n/a n/a

RIVER MURRAY LOCKS AND WEIRS   **C20 18**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	n/a
	Northing:	n/a
	Map Sheet:	n/a
	Map Scale:	n/a
OWNER:	**Name:**	Minister for Infrastructure
	Address:	GPO Box 2969
	Town/Suburb:	Adelaide
	Post Code:	5001

RIVER MURRAY LOCKS AND WEIRS **C20 18**

Location Map

Locations of Locks 1 to 6 (Map adapted from Kenderdine 1993, p. 112)

Aerial view of a typical lock and weir: Lock 1 at Blanchewater, built 1922

(Google Earth)
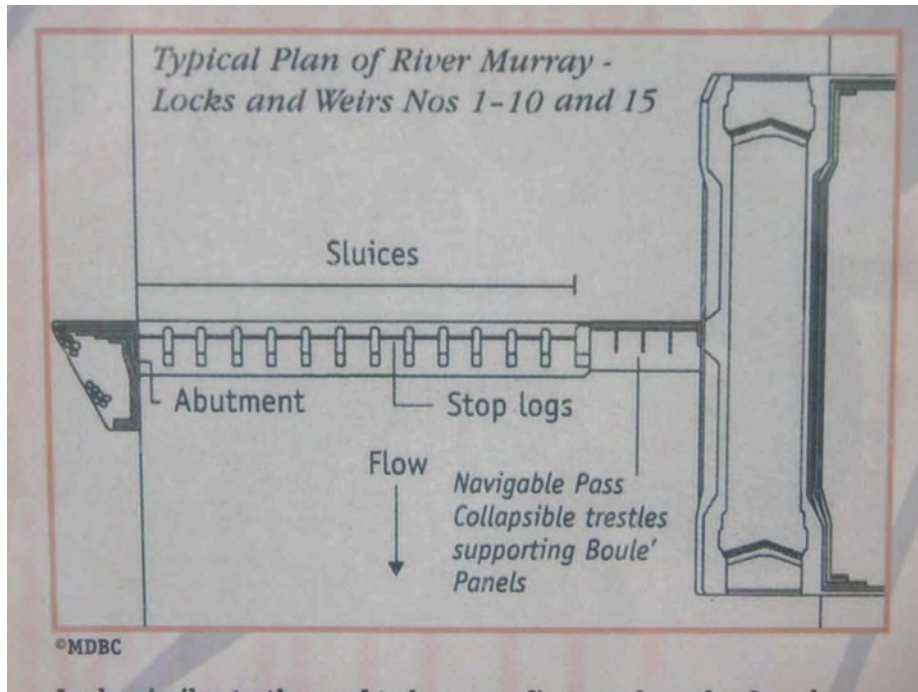
Plan of weir and lock arrangement at Lock 2
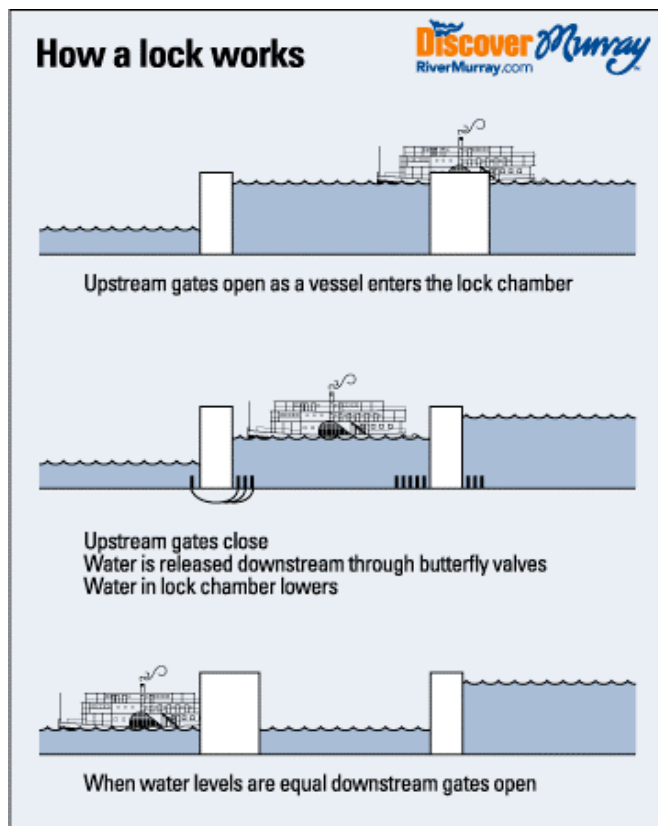
Operation of a Shipping Lock (rivermurray.com website**)**

Lock 2 at Taylorville near Waikerie, built 1928

Lock 4 at Bookpurnong near Berri, built 1929

GOOLWA BARRAGES C20 19

Place Name and Address: The River Murray Barrage system, consisting of the Goolwa, Mundoo, Boundary Creek, Ewe Island and Tauwitchere Barrages, extending from near Goolwa across the chain of islands to Pelican Point

SUMMARY OF HERITAGE VALUE:

Description:

The barrages are of concrete, and extend for three kilometres across the system of lakes and islands near the Murray mouth. Their function is to control the incursion of seawater up the river during periods of low flow. There are five River Murray Barrages stretching from the shore near Goolwa across the chain of islands to Pelican Point on the far side of Lake Alexandrina: named the Goolwa, Mundoo, Boundary Creek, Ewe Island and Tauwitchere Barrages. They are fitted with sluice gates which can be raised to allow river water to escape out to sea in flood times. The Goolwa and Tauwitchere barrages are also fitted with locks to allow small shipping to pass.

Statement of Heritage Value:

Together with the locks along the course of the River Murray, the Goolwa barrage system at the river's mouth is one of the State's great engineering works, still performing its original function.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history, as one of the major river infrastructure works of the period 1915 to 1940

(d)   It is an outstanding representative of a particular class of places of cultural significance, as a major State engineering project, still functioning 68 years later

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment as a major engineering and construction project to control the river/ocean interface

RECOMMENDATION:

It is recommended that the Goolwa Barrages be provisionally entered in the South Australian Heritage Register.

GOOLWA BARRAGES   C20 19

ASSESSMENT OF HERITAGE VALUE:

(a) It demonstrates important aspects of the evolution or pattern of the State's history.

Since Charles Sturt's expedition in 1830, the interface between the River Murray and the Southern Ocean has been a continuing - and often frustrating - theme of South Australia's history. The river mouth proved too difficult for ocean-going shipping to negotiate, and the river's navigation potential had to be supplemented by railways, which eventually took over the river trade altogether.

The lower reaches of the River Murray are almost horizontal, and at times of seasonal low river flow, sea water could flow into the lake system and back up the river channel as far as Mannum, which made the river unusable for stock watering or irrigation. From the earliest days of white settlement along the lower reaches of the River Murray there were strong representations from landowners for the construction of barrages, either across the river near Wellington, to keep the lower reaches of the river fresh, or near the Murray Mouth which would also keep Lakes Alexandrina and Albert fresh.

From 1890 several proposals were put forward but nothing came of them because of the infrastructure costs involved. It was not until some 40 years later, in 1931, that a recommendation for the construction of barrages at the river mouth was made by the River Murray Commission. For the first time the project became feasible, because there was both a political need to create employment to alleviate economic depression, and an administrative program underway to carry out works on the river system. The RMC was created in 1915 to represent the interests of the three states through which the River Murray flowed and the Commonwealth in the regulation and apportionment of the waters of the River Murray.

Early projects concentrated on establishing permanent navigation of the river and stabilisation of river levels for irrigation. It was not until 1931 that attention turned to the river mouth, as the weirs and locks program began winding down. It was important to keep the momentum going, so that the workforce could be relocated to the next site without loss of employment. The design and construction of the barrages was undertaken by the E&WS Department using its own resources and construction equipment previously used along the river. In accordance with the River Murray Waters Agreement of 1915, costs were shared equally by the Governments of Victoria, New South Wales, South Australia and the Commonwealth.

Work on the barrages commenced in 1935 and was completed in 1940 at a total cost of £750,000, about half of it spent on the Goolwa Barrage. The barrage system was tested during the 1944-45 drought when it successfully prevented the inflow of salt water during periods of low flow and maintained fresh water in Lakes Alexandrina and Albert. The experience also demonstrated that Adelaide could be supplied from the River Murray if required, an observation which would lead to construction of the Mannum pipeline a few years later.

GOOLWA BARRAGES **C20 19**

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

All river mouths play out a struggle between the river and the sea. The sea usually wins. The River Murray's mouth consists of a complex of sluggish lakes and wetlands, confronting a high-energy ocean beach. The river only sends fresh water into the ocean when its own flow is strong enough to overcome that energy. At times of low flow, which are common in Australia's arid climate, the ocean sends salt water upstream, which has damaging implications for water supply and irrigation.

The Goolwa Barrage system represents a successful human intervention into those hydrological processes. Its role quite simply is to stop the ocean flowing into the river, while allowing the river to function normally when it can. Along with the River Murray weirs and locks, it ranks among the most impressive engineering projects in the country, comparable with the Snowy Mountains Scheme in its impact on human affairs. It is the largest project to control a river mouth in Australia.

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

The design of the barrage system was a significant engineering project, and its construction over a period of five years was a major achievement. The designs were prepared under the supervision of John Eaton, Engineer-in-Chief of the Engineering and Water Supply Department, who was born at Goolwa in 1869. He retired at the end of 1935 as work was underway, and was replaced by Hughes Angwin, who saw the project through to completion.

Goolwa Barrage at the west end of the system is the largest structure, 600m long, 6m deep and entirely constructed of concrete. The eastern barrages consist mostly of earth embankments between one and two metres deep and partly of concrete sluice sections, but some are very long: Ewe Island is over 2,000m, Tauwitchere nearly 4,000m. The sluice sections have a concrete footing slab on the lake floor supporting closely spaced piers. Between the piers are hinged steel radial gates which can be raised or lowered mechanically by travelling cranes to allow river flow into the sea. The Goolwa Barrage has lock gates to permit passage of shipping into the river, and there is a smaller lock in the Ewe Island Barrage.

REFERENCES:

Cumming & Moxham, *They Built South Australia*, 1986
J.H.O. Eaton, *Short History of the River Murray Works*, 1945
Heritage Investigations, Heritage of the River Murray,1987
Sarah Kenderdine, *Historic Shipping on the River Murray*, 1993, pp. 113-118
RNE file 102415
E&WS interpretation signs at Goolwa

GOOLWA BARRAGES   C20 19

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Five barrages

DATE OF COMPLETION: 1940

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Barrages
                           Dates: 1940+

PREVIOUS USE(S):   **Description:**   n/a
                           Dates: n/a

ARCHITECT: **Name:**   n/a
                           Dates: n/a

BUILDER: **Name:**   E&WS Dept
                           Dates: 1935-1940

SUBJECT INDEXING: **Group:**   Utilities
                           Category: Barrage

LOCAL GOVERNMENT AREA: **Description:**   Alexandrina

LOCATION: **Unit No.:**   -
                           Street No.:   -
                           Street Name: n/a
                           Town/Suburb: n/a
                           Post Code: n/a
                           Region No.:   5
                           Region: River Murray

LAND DESCRIPTION: **Title Type:**   n/a
                           Volume: n/a
                           Folio: n/a
                           Lot No.:   n/a
                           Section: n/a
                           Hundred: n/a

GOOLWA BARRAGES **C20 19**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	54
	Easting:	n/a
	Northing:	n/a
	Map Sheet:	n/a
	Map Scale:	n/a
OWNER:	**Name:**	Minister for Infrastructure
	Address:	GPO Box 2969
	Town/Suburb:	Adelaide
	Post Code:	5001

Location Map
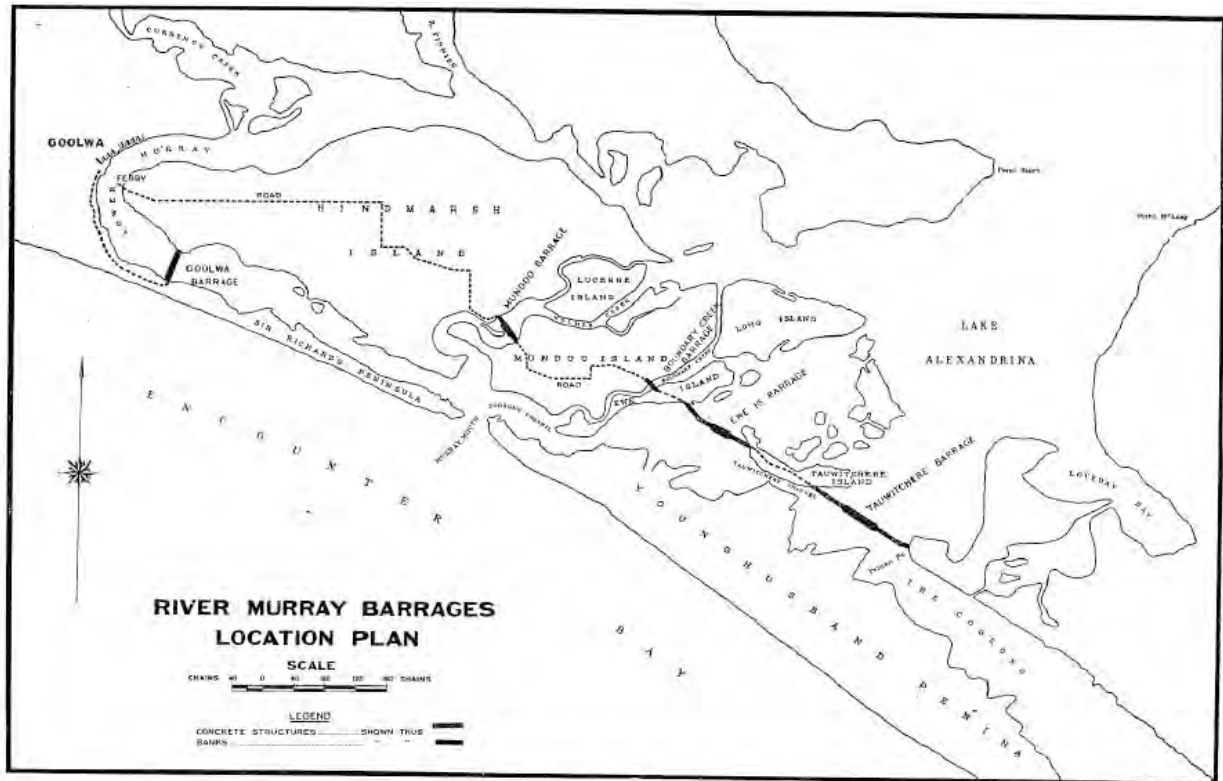
Location of the five Barrages (Eaton 1945, p.38)
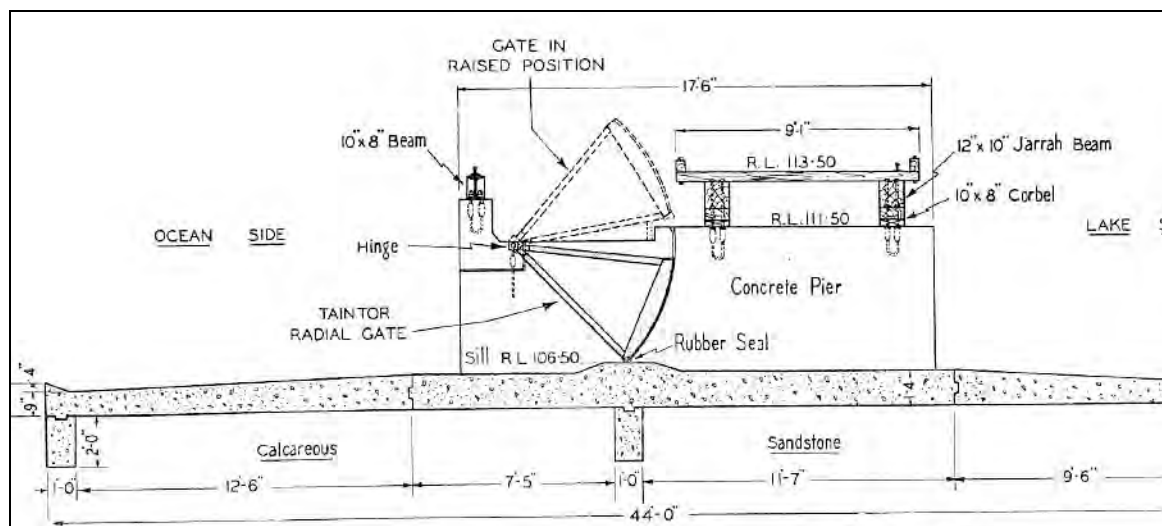
Cross-section through a sluice gate on the Barrages (Eaton 1945, p.40)

**One of the travelling gantries opening a sluice gate on the Tauwitchere Barrage.
The gantries were scrapped about 1990, and replaced by truck-mounted cranes.**
(E&WS interpretation sign, Goolwa)

GOOLWA BARRAGES **C20 19**

Goolwa Barrage, looking north

Goolwa Barrage, looking south

WHYALLA COURT HOUSE C20 20

Place Name and Address: Whyalla Court Housel
3 Whitehead Street
Whyalla SA 5600

SUMMARY OF HERITAGE VALUE:

Description:

The Court House is a striking two storey red brick building in Modern style with some Art Deco influence. It occupies a prominent site in the centre of Whyalla, facing parkland.

Statement of Heritage Value:

The Whyalla Court House is significant both as a major building from the development of Whyalla during the industrial expansion of the Second World War, and as an interesting and rare example of the early buildings of the Modern movement in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history as an exemplar of the public facilities necessary for the industrial development of wartime Whyalla

(d)   It is an outstanding representative of a particular class of places of cultural significance, early Modern buildings in South Australia

 (e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment in its early application of Modern design principles and Art Deco ornament to a court house building

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RECOMMENDATION:

It is recommended that the Whyalla Court House be provisionally entered in the South Australian Heritage Register.

WHYALLA COURT HOUSE **C20 20**

ASSESSMENT OF HERITAGE VALUE:

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

In the face of wartime emergency, the population of Whyalla boomed from a few hundred in 1938 to 7,500 at the end of 1945.   Attracting workers in the middle of a war was not made easier by the fact that Whyalla was a raw and primitive settlement on the edge of the desert. Therefore, BHP and the State government cooperated to supply community facilities and rental housing to make living conditions in Whyalla as attractive as possible. While the rest of the country was starved of construction materials, Whyalla had a building boom. The Savings Bank and Whyalla Hospital (1940) and the Spencer (1939) and Bay View (1941) hotels in the main street were all built in the first two years of war. Reflecting a second order of priorities, in 1943 the Court House and Whyalla Technical High School both opened. (There had been a traditional relationship between alcohol and law enforcement in new settlements since the nineteenth century; a court house usually followed soon after hotels were built.) All were attractive and stylish buildings, the two hotels and the Court House fine examples of the Modern/Art Deco style. (Stanley 2004, pp. 137-139)

The Court House formed part of this building boom in the rapidly growing town. There was already a single-storey Police Station on the corner of Whitehead Street and Darling Terrace, built in the 1920s. It was upgraded and a new two-storey Court House was built beside it, forming a police and justice complex in the town centre. The construction of the buildings is poorly documented, but they appear to have been completed in late 1943 and opened for business by early 1944. (Early documentation of the Whyalla Court House seems to have been lost, as there is nothing in State Records about its construction, and the DTEI Plan Room references begin with alterations to the building from 1969 onward.) There has been major internal refurbishing of the building over the decades, but relatively little alteration to its external appearance.

(d)   It is an outstanding representative of a particular class of places of cultural significance as an early Modern/Art Deco styled court house

The rapid development of wartime Whyalla made it an ideal environment in which to experiment with modern architectural styles. The distinctive Whyalla Court House was not completed until two years after both the two Art Deco hotels had been completed, but it was still roughly contemporary with the completion of those better-known early Modern buildings in Adelaide, the Bank of New South Wales and Deep Acres apartments.

A photograph of the completed Court House published in the *Whyalla News* in 1945 shows that there has been little major alteration to its exterior since construction. A counsel room was added as an infill to a return in the facade in 1988, and has subsequently been fitted with a verandah.

WHYALLA COURT HOUSE   C20 20

(e) It demonstrates a high degree of creative, aesthetic or technical accomplishment as a striking composition in the Modern idiom

The Whyalla Court House is a startling building in the context of South Australian architectural history. Traditionally, court houses had been built in one of the formal Classical styles, the precedent set by the crisp Doric of the Magistrates Court in 1850 and reinforced by the Roman Doric of the Police Court in 1866 and the Ionic of the Supreme Court in 1869, followed by the muted symmetrical classicism of a dozen country court houses. Whyalla was the first substantial new town to be established since the nineteenth century, and it was a long time since anyone had designed a court house. The colonial architectural precedents had become anachronistic, but normally we might have expected a Georgian or Stripped Classical essay to have been thought appropriate. The uncompromising Modernism of the Whyalla Court House is completely unexpected. Pubs, town halls and picture theatres may have been free to experiment with the new modernism, but court houses had traditionally been above such racy experimentation.

The building's facade is asymmetrical, dominated by a strong two-storey entrance portico - almost lofty enough to be called a tower - with the ground floor doorway recessed within it. This is a device familiar from classical architecture, but looks entirely novel when presented in the stark geometry of Modernism. Above the entrance are the words "Court House" in a plain *sans serif* font which still looks modern today. The building has the Modern vocabulary of corner windows, cantilevered concrete eaves, and a composition broken into brick bands with strong emphasis on horizontals and verticals. Its repetition of geometric forms teeters on the brink of Art Deco playfulness. In common with most early Modern buildings in South Australia, the Court House has a conventional timber-framed hipped roof, concealed from street level view behind a tall parapet.

The most surprising thing is that such a frankly Modern building presents itself as almost entirely of red brick. The Modern movement favoured bland rendered surfaces, avoiding emphasis on traditional building materials. In Whyalla, the reality was that BHP had a large brickworks, and red bricks were cheap locally, whereas concrete was rationed and expensive, as well as more demanding in construction. The terra cotta colouring of the building was to become even more appropriate as blown iron ore dust and smelter smoke turned much of Whyalla the characteristic brick red of ferric oxide over the next few decades, but that is unlikely to have been a consideration as early as 1943.

REFERENCES:

BHP Review, June 1944
Danvers Architects, Heritage of the Eyre Peninsula, 1987
Peter Stanley*, Whyalla at War*, 2004, pp. 137-139
DTEI Plan Room
Photographs at Whyalla National Trust Museum

WHYALLA COURT HOUSE   **C20 20**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two storey brick masonry building in Modern

style, on prominent site facing parkland

DATE OF COMPLETION: 1944

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Court House
                           Dates: 1944-2008

PREVIOUS USE(S):   **Description:**   n/a
                           Dates: n/a

ARCHITECT: **Name:**
                                              n/a
                           Dates: n/a

BUILDER: **Name:**   n/a
                           Dates: n/a

SUBJECT INDEXING: **Group:**   Law & enforcement
                           Category: Courthouse

LOCAL GOVERNMENT AREA: **Description:**   City of Whyalla

LOCATION: **Unit No.:**   -
                           Street No.:   3
                           Street Name: Whitehead Street
                           Town/Suburb: Whyalla
                           Post Code: 5600
                           Region No.:   12
                           Region: Eyre Peninsula

LAND DESCRIPTION: **Title Type:**   CR
                           Volume: 5753
                           Folio: 848
                           Lot No.:   T 560508 A187
                           Section: -
                           Hundred: Randell

WHYALLA COURT HOUSE   **C20 20**

SITE RECORD (Cont.):

AMG REFERENCE:

	Zone:	53
	Easting:	0741436
	Northing:	6342055
	Map Sheet:	6431 Whyalla
	Map Scale:	1:100,000

OWNER:

	Name:	Chief Secretary
	Address:	GPO Box 464
	Town/Suburb:	Adelaide
	Post Code:	5001
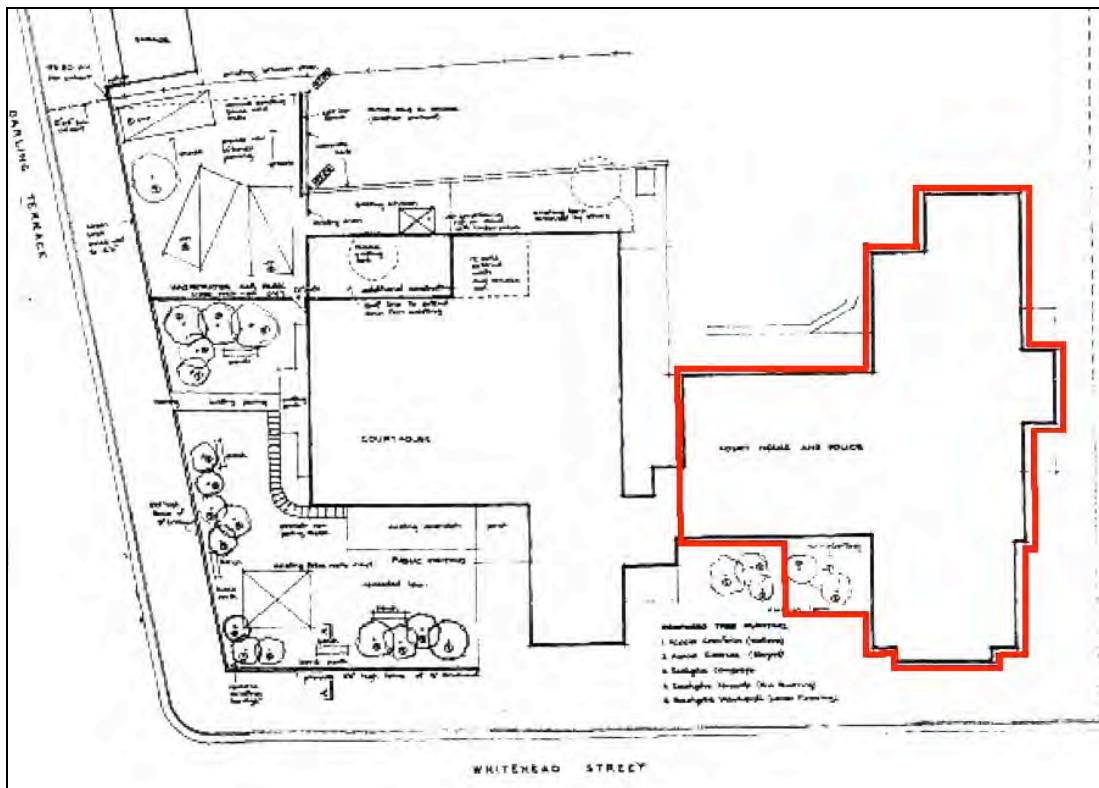
Plan of Whyalla Court House and Police Station, 1972 - proposed Heritage Place outlined in red (DTEI Plan 137-AR-72)
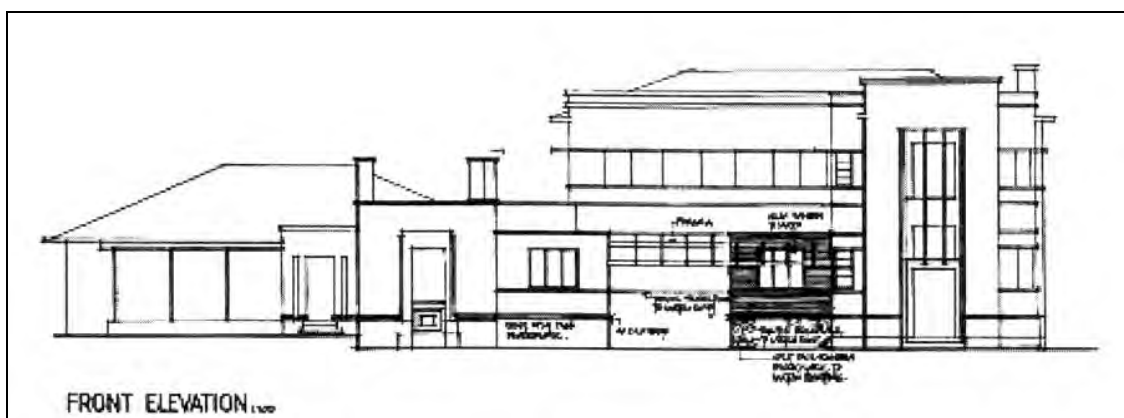
Extensions to Whyalla Court House facade , 1988 (DTEI Plan 469-WB-88)

WHYALLA COURT HOUSE   **C20 20**
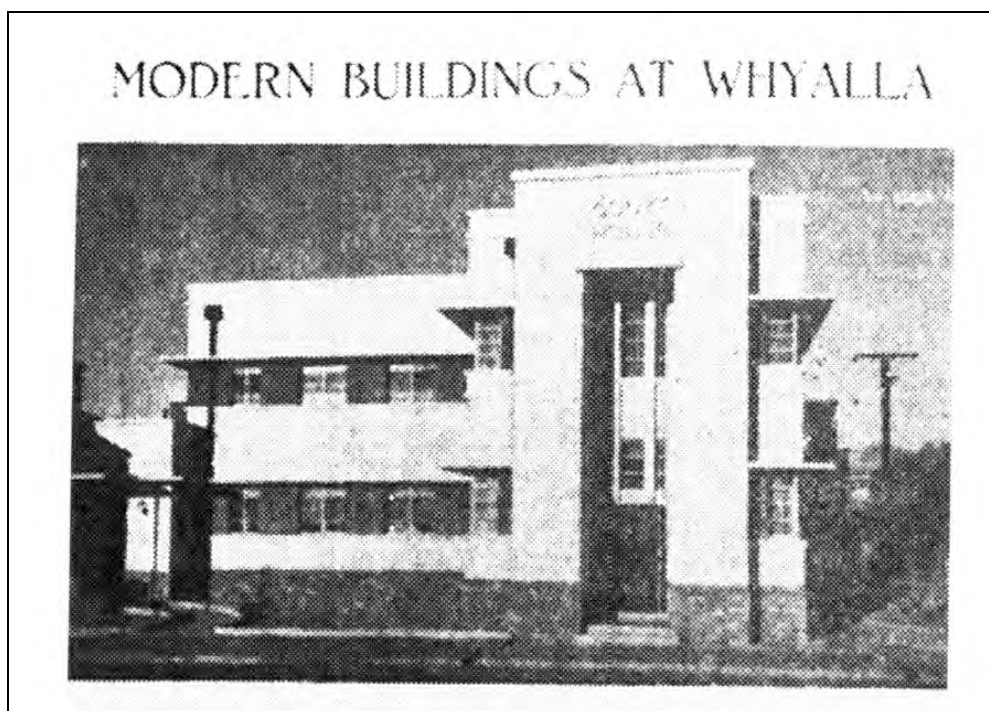
New Court House in *Whyalla News*, 1945 (Stanley 2004, p. 138)

Whyalla Court House from north-east

WHYALLA COURT HOUSE C20 20

Whyalla Court House from north

Whyalla Court House from east

WHYALLA COURT HOUSE   C20 20
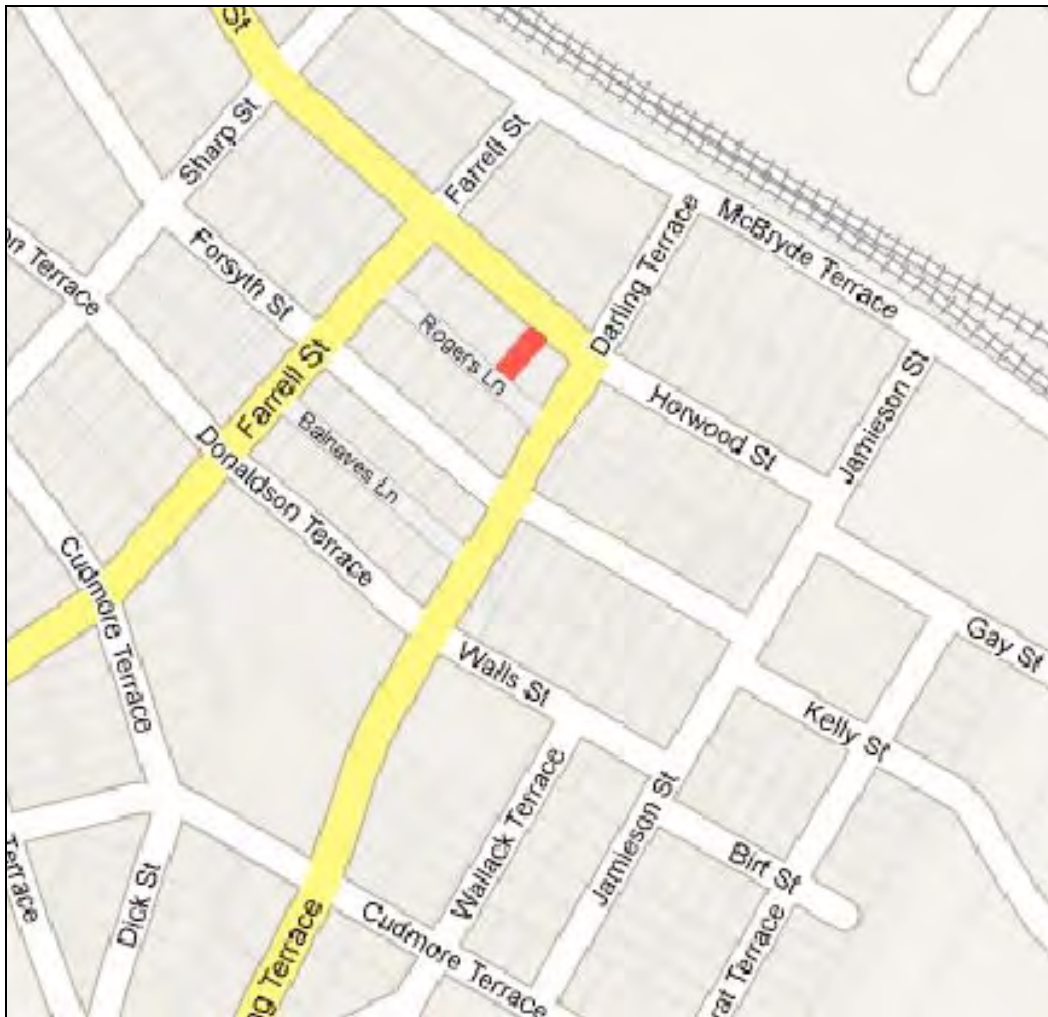
Location Map

Location of Whyalla Court House

WHYALLA COURT HOUSE **C20 20**

Site Plan
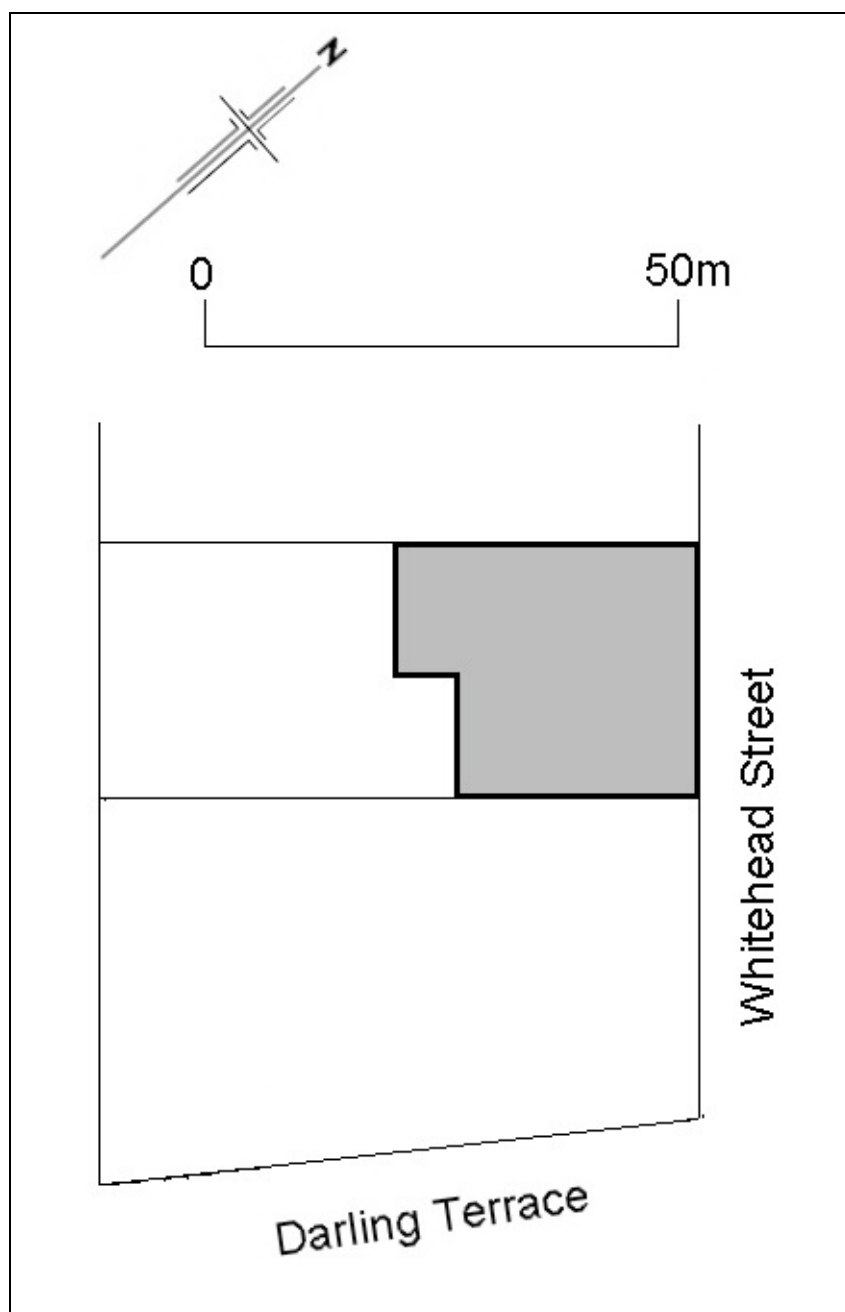
Plan of Whyalla Court House

SPENCER HOTEL C20 21

Place Name and Address: Spencer Hotel
5 Forsyth Street
Whyalla SA 5600

SUMMARY OF HERITAGE VALUE:

Description:

The building is a two storey stone building rendered in cement stucco in Moderne style with some Art Deco detailing. It occupies a prominent site in the centre of Whyalla on the major intersection of Forsyth Street and Darling Terrace. Its facades feature bas-relief mural panels depicting the Whyalla steelworks and shipyard.

Statement of Heritage Value:

The Spencer Hotel is significant both as a major building from the development of Whyalla during the industrial expansion brought on by the Second World War, and as an interesting and rare example of the early buildings of the Moderne movement in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history as an exemplar of the public facilities necessary for the industrial development of wartime Whyalla

(d)   It is an outstanding representative of a particular class of places of cultural significance, early Modern buildings in South Australia

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment in its early application of Modern design principles and Art Deco ornament to a hotel building

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RECOMMENDATION:

It is recommended that the Spencer Hotel be provisionally entered in the South Australian Heritage Register.

SPENCER HOTEL   C20 21

ASSESSMENT OF HERITAGE VALUE:

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

War industry boosted the population of Whyalla from a few hundred to 7,500 between 1938 and 1945.   The lives of many workers in the middle of a war were not made easier by the fact that Whyalla was a raw and primitive settlement on the edge of the desert. To alleviate the situation, BHP and the State government cooperated to supply community facilities and rental housing in order to make living conditions as attractive as possible. While the rest of the country was starved of construction materials, Whyalla had a building boom. The rendered stone Hotel Spencer and brick Bay View Hotel went up in the main street between 1939 and 1941, while the sandstone Savings Bank and Whyalla Hospital were built in 1940. In 1943 the Court House and Whyalla Technical High School both opened. All were attractive and stylish buildings, the two hotels and the Court House fine examples of the Art Deco style. (Stanley 2004, pp. 137-139)

The Spencer Hotel was the second one built in the rapidly growing town. It opened on 20 November 1939. In a breakaway architectural style for a new hotel in South Australia, it was designed in an early Modern design by C.A. Fisher of Adelaide (architects Russell & Yelland are also associated with the design) and built by the Frickers company. Its owners were the partnership of publicans William Byrnes and Dennis O'Leary of the Halfway Hotel on Port Road at Beverley. The £20,000 hotel was described as the most modern in the state when it was completed in August 1939, just one month before the outbreak of the Second World War.

(d)   It is an outstanding representative of a particular class of places of cultural significance as an early Modern building in South Australia

It might seem surprising that new design movements would flourish in a place so out of the way as Whyalla.   But in fact, the developing town of Whyalla was an ideal environment in which to design in modern styles.   There was little pre-existing built context to conform to, and local people were receptive to new design trends; after all, they were living in an environment where everything was new. And they had access to building materials, which were generally unavailable after 1940. Such was the pace of construction in wartime Whyalla that the two Art Deco hotels were both completed and trading over two years before the completion of those better-known early Modern buildings in Adelaide, the Bank of New South Wales and Deep Acres Apartments.

The plans for the Spencer Hotel were drawn by C.A. Fisher in conjunction with Caradoc, Ashton and Fisher. Plans dated October 1938 and February 1939 are held in the Louis Laybourne Smith Architecture Museum, the second one presumably the contract drawing. These are not names otherwise associated with the early Modern movement, suggesting the unparalleled opportunity offered by commissions in wartime Whyalla.

SPENCER HOTEL   C20 21

(e) It demonstrates a high degree of creative, aesthetic or technical accomplishment as an exemplar of the Modern style

The Spencer Hotel is an early example of modernist styling, with muted Art Deco detailing. Built with foundations to take an additional storey if required, the Spencer Hotel was of local stone and finished externally in cement stucco. It comprised 26 bedrooms and had an 80 foot brick bar, lined with ceramic tiles. (*Licensed Victuallers' Gazette*, September 1939, p7) Relief in the austere rendering was made by pressed cement frescoes that were symbolic of different phases of the steel industry in Whyalla.

The fresco work was constructed by Willment & Ingham Ltd. A similar motif was adopted with the sandblasting of the glass windows of the bar and saloon. Cantilever awnings were installed on two streets with Wunderlich metal fascia and ceilings. Almost the whole of the street facades from the pavement to the underside of the awning were lined with ceramic tiles. In finishing off the details of the building, metal ribbon lettering forms the name of the hotel. (*Licensed Victuallers' Gazette*, September 1939, p7) The bas-relief mural panels, cantilever awnings with Wunderlich metal fascia and ceilings and the ceramic tiles of the two street facades have survived intact to the present.

Few hotels were built in the Art Deco style, but there was quite a trend in the 1920s whereby owners of existing hotels and other buildings in South Australia, wishing to create these styles, gave them austere renders in an effort to disguise original ornate Victorian Italianate structures. This trend continued by providing buff coloured renders that lent themselves to the new Modern styles of austerity whereby minimal colour and detail were etched into the often horizontal detailing.

REFERENCES:

BHP Review, June 1944
Danvers Architects, Heritage of the Eyre Peninsula and Far West Coast, 1987
Bob Hoad, *Hotels and Publicans in South Australia*, 1986 & 1999
Licensed Victuallers' Gazette, September 1939, p7
Peter Stanley*, Whyalla at War*, 2004
Photographs at Whyalla National Trust Museum
Patricia Sumerling 'Whyalla's Watering Holes', 2005
Plans in Louis Laybourne Smith Architecture Museum S89/111/1-11

SPENCER HOTEL   **C20 21**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two storey masonry building in Modern style with
                             Art Deco detailing, in a prominent site on a major
                             intersection

DATE OF COMPLETION: 1939

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Hotel
                             Dates: 1940-2007

PREVIOUS USE(S):   **Description:**   n/a
                             Dates: n/a

ARCHITECT: **Name:**
                                                 C.A. Fisher
                             Dates: 1938

BUILDER: **Name:**   Frickers
                             Dates: 1939

SUBJECT INDEXING: **Group:**   Hotels etc
                             Category: Hotel

LOCAL GOVERNMENT AREA: **Description:**   City of Whyalla

LOCATION: **Unit No.:**   -
                             Street No.:   5
                             Street Name: Forsyth Street
                             Town/Suburb: Whyalla
                             Post Code: 5600
                             Region No.:   12
                             Region: Eyre Peninsula

LAND DESCRIPTION: **Title Type:**   CT
                             Volume: 5228
                             Folio: 854 & 855
                             Lot No.:   T 560501 A240 & A241
                             Section: -
                             Hundred: Randell

SPENCER HOTEL   **C20 21**

SITE RECORD (Cont.):

AMG REFERENCE:

	Zone:	53
	Easting:	0741407
	Northing:	6341953
	Map Sheet:	6431 Whyalla
	Map Scale:	1:100,000

OWNER:

	Name:	Chloe Bay Pty Ltd
	Address:	540 Port Road
	Town/Suburb:	Allenby Gardens
	Post Code:	5009

SPENCER HOTEL **C20 21**
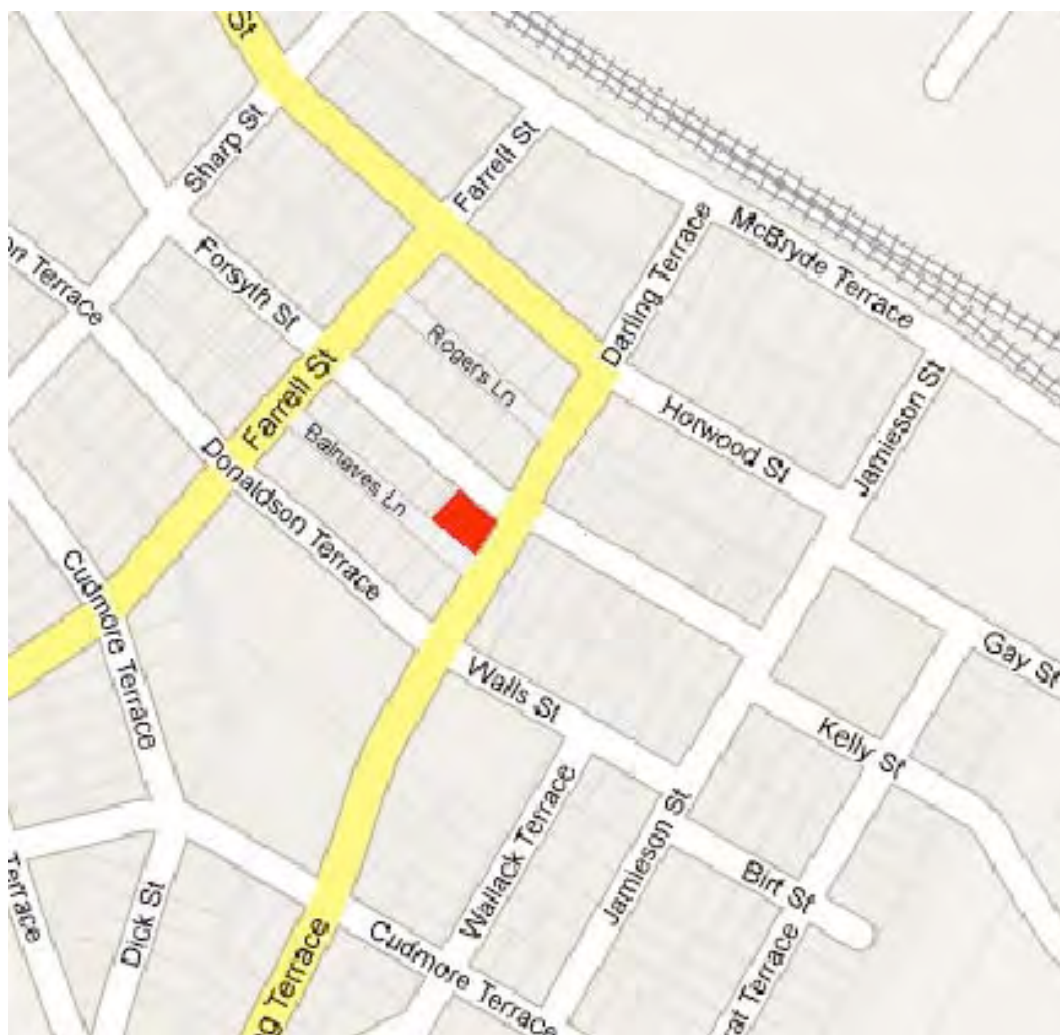
Location Map

Location of Spencer Hotel

SPENCER HOTEL   C20 21

Site Plan

Plan of Spencer Hotel

Spencer Hotel from intersection of Forsyth Street and Darling Terrace

Spencer Hotel, looking down Forsyth Street to Bay View Hotel

SPENCER HOTEL   **C20 21**

Spencer Hotel from Forsyth Street, showing Modern detail

Detail of murals on facade of Spencer Hotel

BAY VIEW HOTEL   **C20 22**

Place Name and Address: Bay View Hotel
                               13 Forsyth Street
                               Whyalla SA 5600

SUMMARY OF HERITAGE VALUE:

Description:

The building is a two storey brick building in Modern style with Art Deco detailing. It occupies a prominent site in the centre of Whyalla on the major intersection of Farrell and Forsyth streets.

Statement of Heritage Value:

The Bay View Hotel is significant both as a major building from the development of Whyalla during the industrial expansion brought on by the Second World War, and as an interesting and rare example of the early buildings of the Modern movement in South Australia.

Relevant Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a)   It demonstrates important aspects of the evolution or pattern of the State's history as an exemplar of the public facilities necessary for the industrial development of wartime Whyalla

(d)   It is an outstanding representative of a particular class of places of cultural significance, early Modern buildings in South Australia

(e)   It demonstrates a high degree of creative, aesthetic or technical accomplishment in its early application of Modern design principles and Art Deco ornament to a hotel building

RECOMMENDATION:

It is recommended that the Bay View Hotel be provisionally entered in the South Australian Heritage Register.

BAY VIEW HOTEL C20 22

ASSESSMENT OF HERITAGE VALUE:

(a) It demonstrates important aspects of the evolution or pattern of the State's history.

War industry boosted the population of Whyalla from a few hundred to 7,500 between 1938 and 1945. The lives of many workers in the middle of a war were not made easier by the fact that Whyalla was a raw and primitive settlement on the edge of the desert. To alleviate the situation, BHP and the State government cooperated to supply community facilities and rental housing in order to make living conditions as attractive as possible. While the rest of the country was starved of construction materials, Whyalla had a building boom. The rendered stone Hotel Spencer and brick Bay View Hotel went up in the main street between 1939 and 1941, while the sandstone Savings Bank and Whyalla Hospital were built in 1940. In 1943 the Court House and Whyalla Technical High School both opened. All were attractive and stylish buildings, the two hotels and the Court House fine examples of the Art Deco style. (Stanley 2004, pp. 137-139)

Within six months of the Spencer Hotel being opened there were two more licence applications for new hotels. By all accounts the town was suffering an acute housing shortage where many families lived under one roof and single men had to make do by living in makeshift tents, huts, cubicles, shacks and caravans. There was simply 'no room at the inn' for casual visitors or new semi-permanent or permanent boarders moving to the town for the increasing work becoming available. (*Licensed Victualler's Gazette*, June 1941, p. 12; *Whyalla News*, 26 July 1940)

While the Licensing Board agreed that other hotels were desperately needed, it could only sanction one. The simple fact of the matter was that there was not enough water in the town. The Morgan-Whyalla pipeline was being negotiated at this time and wasn't operational until 1944. As it was, the town was divided into three sections and had to make do with being watered for only a few hours twice a week. As the water supply was provided by an often half empty reservoir, there was limited supply from a seawater condensor and other water from BHP's own supplies. The Superintendent of the BHP works could not provide water for two more hotels, estimated each to use around 22,000 gallons of water per week. The issue of water provision was a major influence in the design of the new Bay View Hotel when Francis Pratten, publican of the 1933 Whyalla Hotel, won the battle for a new hotel licence. The Bay View Hotel was opened just in time for Christmas 1941. Adelaide architects Barrett, Gover & Pointer produced a handsome 'Moderne' structure that made clever use of a high parapet to create the illusion of a flat-roofed building. The design was 'calculated to please the most fastidious city-bred guest' and the bricks and mortar were ornamented to 'delight the sightseer as well'.

BAY VIEW HOTEL   **C20 22**

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

It might seem surprising that new design movements would flourish in a place so out of the way as Whyalla. But in fact, the developing town of Whyalla was an ideal environment in which to design modern styles. There was little pre-existing built context to conform to, and local people were receptive to new design trends; after all, they were living in an environment where everything was new. And they had access to building materials, which were generally unavailable after 1940. Such was the pace of construction in wartime Whyalla that the two Art Deco hotels were both completed and trading over two years before the completion of those better-known early Modern buildings in Adelaide, the Bank of New South Wales and Deep Acres Apartments.

The Bay View Hotel is one of the more distinctive Art Deco styled buildings of South Australia. Of locally made concrete bricks, the two main elevations to Farrell and Forsyth streets were faced with Hallett's textured buff bricks with variation to give a mottled effect. There was a continuous concrete awning along the two main facades and walls tiled in 6 x 6" cream and buff glazed tiles from pavement level to the underside of awnings.

The tiles were viewed as a feature of the elevations with blue horizontal strip tiles spaced to suit the glazing bars of metal frame windows, giving a continuous horizontal effect from the end of the facade. The awning and the walling up to first level were finished in white cement. At the head of the first floor windows continuous concrete hood treatments finished in white cement, formed an effective finish; the parapets were capped in white cement coping. (*The Builder*, 30 January 1942, p 267).

(e) It demonstrates a high degree of creative, aesthetic or technical accomplishment in the use of Art Deco detail that artfully picks up on Whyalla's industrial environment

The design of the Bay View Hotel with its curved corner facade and vertical projections was then new to South Australia and especially to Whyalla, but the hotel is similar in style to the Hotel Knickerbocker, Bathurst, NSW, and the 1941 Hotel Clare in Broadway, Sydney. Harry Norris also used the style for a six storey building, Mitchell House, in Elizabeth Street, Melbourne in 1938. (Freeland.,1977, p 152; 1968, pp 253, 260)

Picking up on Whyalla's industrial environment, the architects created the tower as the main architectural feature, rising high above the corner entrance. This striking design element, however, was functional, as it camouflaged the concrete storage tank that supplied the hotel's water.

BAY VIEW HOTEL   **C20 22**

REFERENCES:

BHP Review, June 1944.
The Builder, 30 January 1942, p 267.
Danvers Architects, Heritage of the Eyre Peninsula and Far West Coast, 1987.
John Freeland, *The Australian Pub*, 1977, p 152.
John Freeland, *Architecture in Australia, a history*, 1968, pp 253, 260.
Bob Hoad, *Hotels and Publicans in South Australia*, 1986 & 1999
Licensed Victualler's Gazette, June 1941, p12
Peter Stanley*, Whyalla at War*, 2004.
Photographs at Whyalla National Trust Museum.
Patricia Sumerling 'Whyalla's Watering Holes', 2005
Whyalla News, 26 July 1940

BAY VIEW HOTEL   **C20 22**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Two storey masonry building in Modern style
                                          with Art Deco detailing, in a prominent site on
                                          a major intersection

DATE OF COMPLETION: **1941**

REGISTER STATUS: **Description:**   n/a

CURRENT USE: **Description:**   Hotel
                            Dates: 1941-2007

PREVIOUS USE(S):   **Description:**   n/a
                            Dates: -

ARCHITECT: **Name:**
                                                    Barrett, Gover & Pointer
                            Dates: n/a

BUILDER: **Name:**   n/a
                            Dates: n/a

SUBJECT INDEXING: **Group:**   Hotels etc
                            Category: Hotel

LOCAL GOVERNMENT AREA: **Description:**   City of Whyalla

LOCATION: **Unit No.:**   -
                            Street No.:   13
                            Street Name: Forsyth Street
                            Town/Suburb: Whyalla
                            Post Code: 5600
                            Region No.:   12
                            Region: Eyre Peninsula

LAND DESCRIPTION: **Title Type:**   CT
                            Volume: 5126
                            Folio: 341 & 342
                            Lot No.:   F 103004 A11 & A12
                            Section: -
                            Hundred: Randell

BAY VIEW HOTEL   **C20 22**

SITE RECORD (Cont.):

AMG REFERENCE:	Zone:	53
	Easting:	0741336
	Northing:	6342005
	Map Sheet:	6431 Whyalla
	Map Scale:	1:100,000

OWNER:	Name:	Chloe Bay Pty Ltd
	Address:	540 Port Road
	Town/Suburb:	Allenby Gardens
	Post Code:	5009

BAY VIEW HOTEL   **C20 22**

Location Map

Location of Bay View Hotel

BAY VIEW HOTEL **C20 22**

Site Plan

Farrell Street

Forsayth Street

Plan of Bay View Hotel

BAY VIEW HOTEL   C20 22

Bay View Hotel from intersection of Forsyth and Farrell streets

Bay View Hotel from Forsyth Street

BAY VIEW HOTEL **C20 22**

Bay View Hotel from Farrell Street

HMAS *WHYALLA*   C20 23

Place Name and Address: Whyalla Maritime Museum
Lincoln Highway
Whyalla SA 5600

SUMMARY OF HERITAGE VALUE:

Description:

HMAS *Whyalla* is a Bathurst-class corvette, in RAN service from 1942 until 1946. The ship's present location is at the Whyalla Maritime Museum, beside the Lincoln Highway, about 2km inland from the Whyalla shipyard where she was built.

Statement of Heritage Value:

HMAS *Whyalla* is significant both as one of very few Royal Australian Navy vessels to survive from the Second World War, and also as the first ship launched from the newly-opened Whyalla shipyard in 1941.

Relevant Criteria

 The criteria under Section 16 of the *Heritage Places Act* are not relevant in this case. It is proposed that HMAS *Whyalla* be declared a Historic Shipwreck under the provisions of Section 5(1) of the *Historic Shipwrecks Act* 1981*.* While HMAS *Whyalla* is not and was never a wrecked vessel, the Act defines the term "historic shipwreck" broadly to include: "remains of ships that have been removed from territorial waters of the state" (Sec 4A(2). This definition clearly applies to HMAS *Whyalla.*

RECOMMENDATION:

It is recommended that HMAS *Whyalla* be declared a Historic Shipwreck under the provisions of the *Historic Shipwrecks Act* 1981.

HMAS *WHYALLA*   C20 23

ASSESSMENT OF HERITAGE VALUE:

HMAS *Whyalla*, the first vessel built in the BHP Whyalla shipyards, is of major heritage significance. *HMAS Whyalla* is a Bathurst Class corvette, a class of vessel also sometimes described as a Minesweeper or a Minesweeping Sloop. Modern corvettes, taking that name from a small fast warship design from the age of sail, were developed during the Second World War as cheap, quickly-built light warships for convoy escort and anti-submarine patrol work. HMAS *Whyalla* was one of 60 corvette/minesweepers built in Australian shipyards for the Commonwealth government during the war. The new class of vessel was designed to be produced in shipyards with no previous experience in building warships. The keel was laid down on the newly-built slip at Whyalla on 24 July 1940. Initially HMAS *Whyalla* was one of a number of vessels ordered by the Admiralty for the Royal Navy, but by the time she was fitted out the Pacific war had begun, and Australia's defence needs took priority. HMAS *Whyalla* was launched on 12 May 1941 by Lady Barclay-Harvey, wife of the Governor of South Australia, and commissioned into the RAN at Whyalla on 8 January 1942 under the command of Lieutenant Leslie Morison RANR(S).

Between 1942 and 1946 HMAS *Whyalla* steamed some 111,000 miles on war service, on convoy escort, patrol duty and minesweeping on the Australian east coast, in New Guinea, between Manus and the Philippines and in Chinese waters. The ship was in Sydney Harbour on the night of 31 May - 1 June 1942 during the Japanese midget submarine attack, and was attacked twice by dive bombers and fighters while on service in New Guinea, but escaped damage. While in Milne Bay on 14 April 1943 when the assembled shipping was attacked, *Whyalla* and two sister ships drew praise from the Naval Officer-in-Command for their rescue and salvage work.

HMAS *Whyalla* paid off at Brisbane on 16 May 1946, and was sold in 1947 to the Victorian Public Works Department for use as a lighthouse maintenance vessel, renamed *Rip*. The ship ceased service in 1984. When the Whyalla City Council learnt that the vessel would be sold as scrap, Council bought the ship for $5,000, and brought it back to Whyalla under her own power. Between February and April 1987, *Whyalla* was gradually moved up the slipway from which it had been launched in 1941, and was relocated two kilometres inland near the Lincoln Highway, and placed on permanent foundations as the centrepiece of the Whyalla Maritime Museum which was officially opened on 29 October 1988. *Whyalla* is one of only two Bathurst Class Australian corvettes preserved as museum ships, the other being HMAS *Castlemaine*, which is berthed at Gem Pier at Williamstown in Victoria.

HMAS *WHYALLA* **C20 23**

REFERENCES:

George Gill, *Royal Australian Navy 1942-1945*, 1968
"Launching of First Naval Vessel Built in South Australia ", *BHP Review* June 1941, p. 26
Peter Stanley*, Whyalla at War*, 2004
Photographs at Whyalla National Trust Museum
Whyalla Maritime Museum
HMAS Whyalla history websites:
<http://en.wikipedia.org/wiki/HMAS_Whyalla_(J153)>
<http://www.navy.gov.au/spc/history/ships/whyalla1.html>
<http://www.hnsa.org/ships/whyalla.htm>
<http://en.wikipedia.org/wiki/Corvette>

HMAS *WHYALLA*   C20 23

Wreck	
Name:	HMAS *Whyalla*
Details:	
Date wrecked:	-
Year wrecked:	Decommissioned 1984
Protected:	No
Location	
Where wrecked:	-
Found:	Y
Region:	Spencer Gulf
State:	South Australia
Jurisdiction:	State
Latmax:	33.016
Latmin:	
Lonmax:	137.56
Lonmin:	
Water depth:	-
Vessel	
Draft(mtrs):	2.6
Construction:	Welded steel
Type:	Bathurst Class Corvette/Minesweeper
Gross tonnage:	733 tons
Net tonnage:	650 tons
LOA(mtrs):	56.7
Beam(mtrs):	9.4
Engine:	Triple expansion steam
Builder:	BHP
Port built:	Whyalla
State built:	South Australia
Country built:	Australia
Date built:	12 May 1941
Official number:	J153/B252
Home country:	Australia

HMAS *WHYALLA* **C20 23**
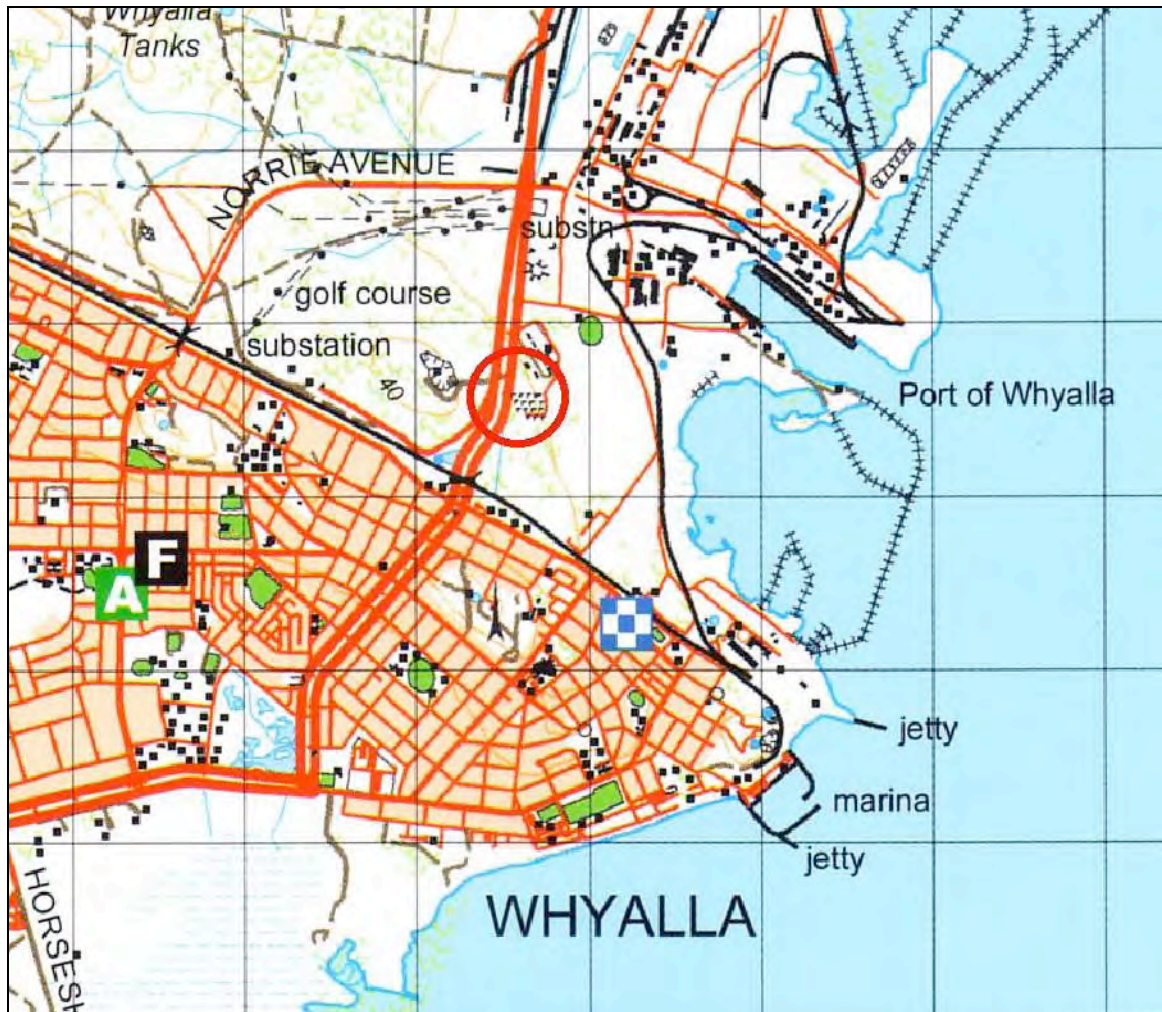
Location Map

Location of HMAS *Whyalla* (*CFS map book region 4*)

HMAS *WHYALLA* **C20 23**

Site Plan

Aerial view of HMAS *Whyalla*, adjacent to the Maritime Museum

(Google Earth)

HMAS *Whyalla* in service (www.navy.gov.au website)

HMAS *Whyalla* at the Whyalla Maritime Museum

NAME: **TARCOOLA GOLD BATTERY**   **PLACE NO.:**   **C20 24**

Address: Tarcoola Gold Battery
via Tarcoola SA 5710

ASSESSMENT OF HERITAGE VALUE:

Description:

The Tarcoola Government Battery is about 2km north of the township of Tarcoola on the Trans-Australian Railway, about 400km north-west of Port Augusta. The battery stands at the eastern end of a range of hills with extensive gold workings extending for about 7km. The battery is a gabled cgi building, rectangular in plan, containing a set of ten gravity stamps, an oil engine and Wilfley tables. The manager's .residence and site of the earlier abandoned battery and cyanide tanks are nearby. The area is littered with discarded machinery parts. The battery tailings have been re-treated by heap leaching. There are also pastoral, commercial and residential buildings in the vicinity. In July 2007 the buildings appeared to have suffered severe storm damage recently.

Statement of Heritage Value:

Tarcoola Gold Battery is of heritage value as an example of early twentieth century gold treatment technology, and because of its association with the Mines Department's efforts to provide work for the unemployed during the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

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

(c)   It may yield information that will contribute to an understanding of the State's history

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RECOMMENDATION:

It is recommended that Tarcoola Gold Battery be provisionally entered in the South Australian Heritage Register, and that it be declared a place of archaeological significance.

NAME: **TARCOOLA GOLD BATTERY**   **PLACE NO.:**   **C20 24**

Relevant Criteria:

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

The 1920s saw Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. This was a traumatic experience for South Australia, where copper mining had been a mainstay of the economy since the 1840s. The enormous Moonta and Wallaroo mines closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the South Australian Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

Historically, gold mining had not been very important in South Australia, but in the 1930s it was one of the few bright hopes on the horizon. The Mines Department took on a new role of providing the conditions in which mining activity could take place. One obstacle to new mining ventures was that aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department constructed five State Gold Batteries and Cyanide Works to treat ore from small mines, with Federal Unemployment Relief funds. The older State-owned batteries at Mount Torrens, Tarcoola, Peterborough and Glenloth - some originally purchased from private owners - were re-fitted with new diesel-powered crushing machinery ordered from Forwood Down and Company in Adelaide. A new battery was built on the site of a recent gold discovery at Mongolata. Tarcoola had been mined intermittently since 1892, and the field was fortunate in having its mining costs reduced when the Trans-Australian railway opened in 1917. It had two commercial gold batteries, and a small government battery had been built there in 1901. The new diesel-powered battery with its ten stamps, Wilfley tables and cyanide plant was at work by 1935.

NAME: TARCOOLA GOLD BATTERY   **PLACE NO.:   C20 24**

Crushing charges were kept low to subsidise the mining industry, so that the battery ran at a loss to the State. Small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting. The design of the plant was also made deliberately inefficient, because part of its function was to create work. At a normal commercial gold battery, ore would be delivered into an overhead bin, from where it was fed by gravity into a primary crusher to break the stone down to fist-sized lumps, which were then fed automatically into the stampers for fine crushing, with no human effort involved in the processes. At Tarcoola, the ore was instead delivered onto a flat floor beside the stamps, where it was broken up by hand with sledgehammers, and shovelled into the stamper boxes. After crushing, the gold ore passed as a wet slurry over mercury plates which collected some of the gold as an amalgam, then into cyanide tanks where the remaining gold was dissolved, to be extracted from solution later. The finely crushed ore, known as tailings, still contained some gold, and was stored in dumps or heaps for possible future re-treatment.

The battery operated busily until the 1950s, by which time gold mining was economically less attractive to small-time gougers, and the plant closed in 1955. The tailings heaps were leached for their residual gold content in the 1980s. The battery was intact and maintained for decades, but is now in ruinous condition.

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

The isolation of the Tarcoola gold battery site has kept it relatively well-preserved from human intervention. Very little equipment taken to the site was ever taken away, so there is a large deposit of broken, worn and outmoded machinery parts in the vicinity. The layers of history on the site can readily be seen, and it would be a good candidate for an industrial archaeology study.

References

H.Y.L. Brown, *Record of the Mines of South Australia*, 1908
Greg Drew, Goldfields of South Australia, 2004
John Drexel, Mining in South Australia, 1982
Mineral Resources Review, No. 17, 1912, pp.808-810

NAME: **TARCOOLA GOLD BATTERY**   **PLACE NO.:**   **C20 24**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Industrial building housing gold crushing machinery, with many other elements

DATE OF COMPLETION: 1935

REGISTER STATUS:

Description:	n/a	
Date:	n/a	

CURRENT USE:

Description:	n/a	
Dates:	n/a	

PREVIOUS USE(S):

Description:	Gold Battery	
Dates:	1935-1955	

ARCHITECT:

Name:	n/a	
Dates:	n/a	

BUILDER:

Name:	Department of Mines	
Dates:	1933-35	

SUBJECT INDEXING:

Group:	Mining & Mineral Processing	
Category:	Crusher	

LOCAL GOVERNMENT AREA: **Description:**   Unincorporated

LOCATION:

Unit No.:	n/a
Street No.:	n/a
Street Name:	n/a
Town/Suburb:	Tarcoola
Post Code:	5710
Region No.:	13
Region Name:	Far North & Far West

LAND DESCRIPTION:

Title Type:	CR
Volume:	5757
Folio:	300
Lot No.:	H833600 S1210
Section:	1210
Hundred:	Out of Hundreds

NAME: **TARCOOLA GOLD BATTERY** **PLACE NO.:** **C20 24**

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	53
	Easting:	457366
	Northing:	6603786
	Map Sheet No.:	Tarcoola 5836
	Map Scale:	1:100,000
OWNER:	**Name:**	PIRSA
	Address:	GPO Box 1671
	Town/Suburb:	Adelaide
	Post Code:	5001

NAME: **TARCOOLA GOLD BATTERY** **PLACE NO.:** **C20 24**

Tarcoola Battery, looking south-west, showing recent storm damage

Gravity stamps, Tarcoola Battery

NAME: **TARCOOLA GOLD BATTERY**   **PLACE NO.:**   **C20 24**

Tarcoola Homestead, looking south-east, showing recent storm damage

Tarcoola bakery (?) ruin, looking north-west

NAME: **TARCOOLA GOLD BATTERY** **PLACE NO.:** **C20 24**
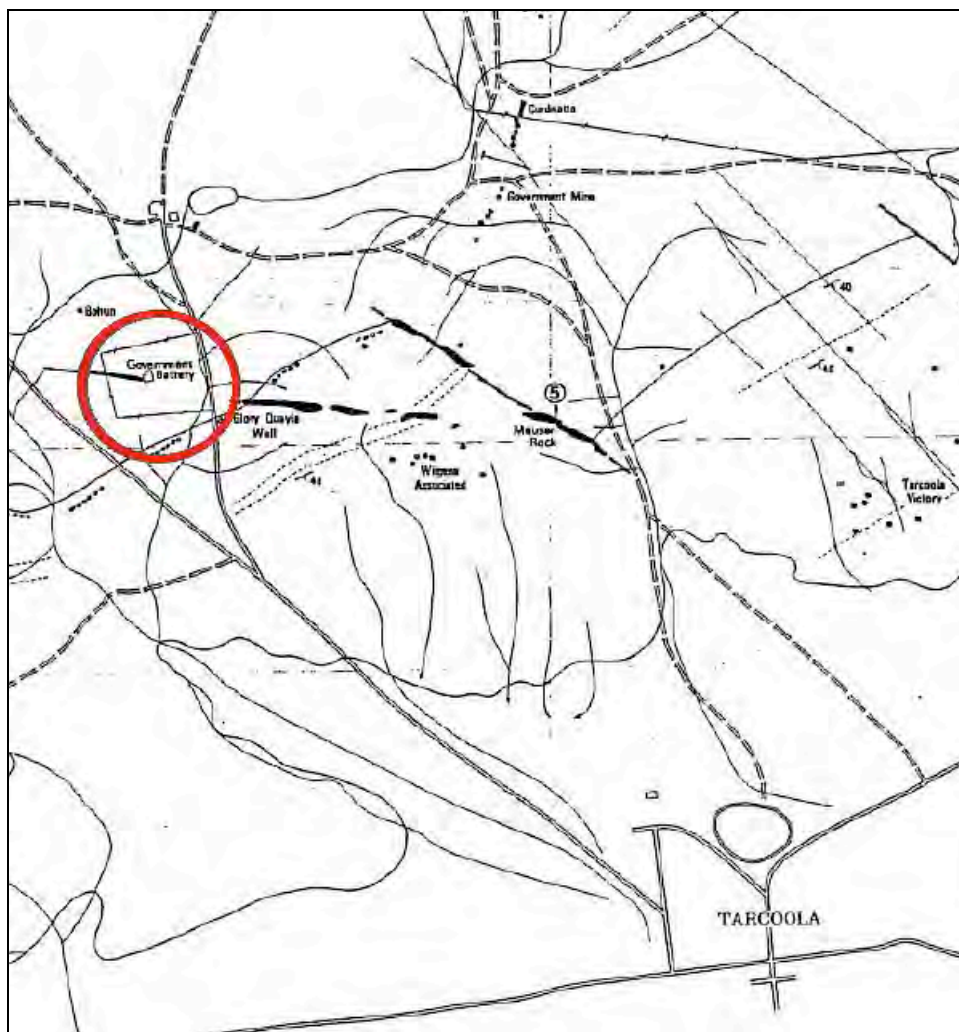
Location of Tarcoola Battery
(PIRSA Plan)

NAME: **TARCOOLA GOLD BATTERY**   **PLACE NO.:**   **C20 24**
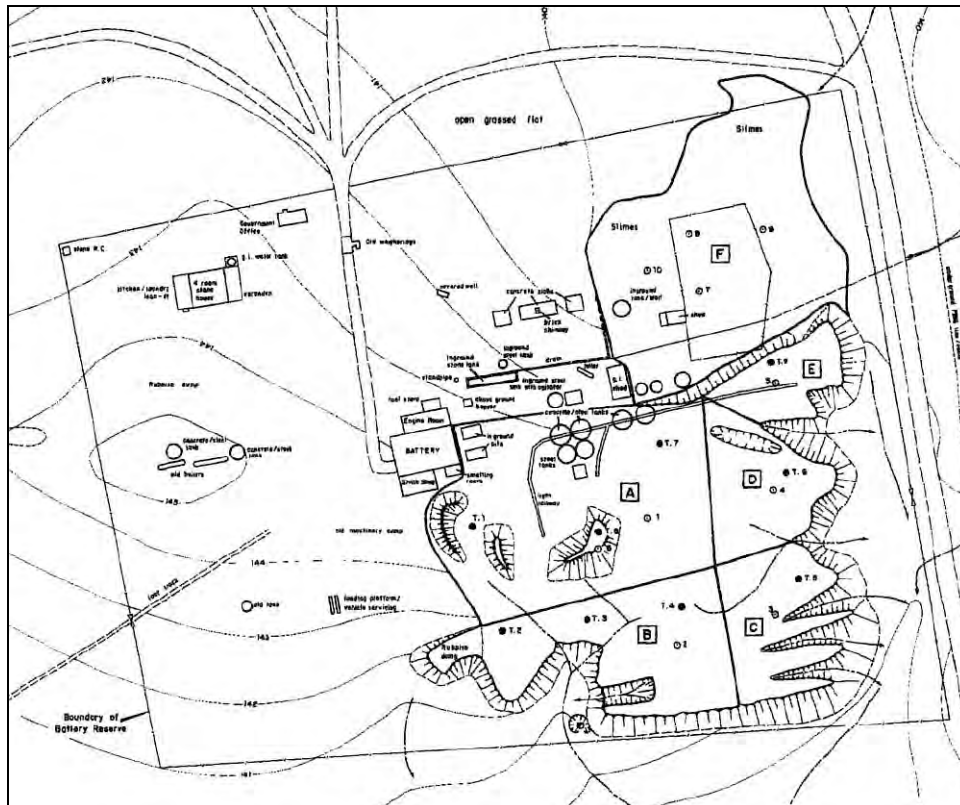
Site Plan of Tarcoola Battery, 1985
(PIRSA Plan)

NAME: GLENLOTH GOLD BATTERY   **PLACE NO.:   C20 25**

Address: Glenloth Gold Battery
                 Lake Harris
                 via Kingoonya SA 5710

ASSESSMENT OF HERITAGE VALUE:

Description:

Glenloth is the most isolated of the Government Batteries, set in a featureless saltbush plain on the shore of Lake Harris, at the western end of the Lake Gairdner National Park. The nearest township is Kingoonya on the Trans-Australian Railway, about 50km north. The mines that supplied the battery are some distance away in low hills to the south and west. The battery is a gabled cgi building, rectangular in plan, containing a set of ten gravity stamps, an oil engine and Wilfley tables. The manager's .residence, office, workers' quarters and site of the earlier abandoned battery and cyanide plant are nearby. The area is littered with discarded machinery parts. The battery tailings have been re-treated by heap leaching.

Statement of Heritage Value:

Glenloth Gold Battery is of heritage value as an example of early twentieth century gold treatment technology, and because of its association with the Mines Department's efforts to provide work for the unemployed during the Great Depression.

Relevant Criteria (Under Section 16 of the Heritage Places Act 1993):

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

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

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RECOMMENDATION:

It is recommended that Glenloth Gold Battery be provisionally entered in the South Australian Heritage Register, and that it be declared a place of archaeological significance.

NAME: GLENLOTH GOLD BATTERY   **PLACE NO.:   C20 25**

Relevant Criteria:

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

The 1920s saw Australia's mining industry plunge into depression as base metal prices collapsed after the First World War. This was a traumatic experience for South Australia, where copper mining had been a mainstay of the economy since the 1840s. The enormous Moonta and Wallaroo mines closed in 1923, and throughout the 1920s and 1930s copper and lead were simply not worth mining. The exception was gold; South Australia saw an upturn in mining in the 1930s because, perversely, gold mining becomes more profitable during times of economic depression. The price of gold had been fixed at just over £4 per troy ounce for many decades, but in 1931 it was floated, and immediately began to rise steadily, doubling in value to £8 by 1934, and quadrupling to £16 by 1949. Unemployed men were encouraged to try their luck on abandoned goldfields. In addition, the Commonwealth offered a bounty on all new gold production, and the South Australian Department of Mines also offered more generous subsidies to new mines in the hope of assisting the State's moribund mining industry.

Historically, gold mining had not been very important in South Australia, but in the 1930s it was one of the few bright hopes on the horizon. The Mines Department took on a new role of providing the conditions in which mining activity could take place. One obstacle to new mining ventures was that aspiring small gold miners had no access to treatment plants for their ore, so the government would provide these, a doctrine that Director of Mines Keith Ward spelled out in the depths of the Depression:

> It has been found throughout Australia that hard times turn the attention of the community to mining and that more prospecting is carried out at such times than at any other. I hold the view that a relatively small increase in expenditure is more than justified, in that the mining and prospecting work does absorb many men who would be otherwise unemployed, and moreover the State requires prospectors to be at work in order that new discoveries may be made to take the place of the mines that are worked out. (Ward 1933)

Hence the department constructed five State Gold Batteries and Cyanide Works to treat ore from small mines, with Federal Unemployment Relief funds. The older State-owned batteries at Mount Torrens, Tarcoola, Peterborough and Glenloth - some originally purchased from private owners - were re-fitted with new diesel-powered crushing machinery ordered from Forwood Down and Company in Adelaide. A new battery was built on the site of a recent gold discovery at Mongolata. Glenloth had been mined intermittently since 1903, and the field was fortunate in having its mining costs reduced when the Trans-Australian railway opened in 1917. The State government had bought a small battery there in 1907, but it closed in 1924. The new diesel-powered battery with its ten stamps, built just north of the older site was at work by 1935.

NAME: GLENLOTH GOLD BATTERY   PLACE NO.:   C20 25

Crushing charges were kept low to subsidise the mining industry, so that the battery ran at a loss to the State. Small ore parcels - under a hundredweight (51kg) - were treated free of charge to encourage prospecting. The design of the plant was also made deliberately inefficient, because part of its function was to create work. At a normal commercial gold battery, ore would be delivered into an overhead bin, from where it was fed by gravity into a primary crusher to break the stone down to fist-sized lumps, which were then fed automatically into the stampers for fine crushing, with no human effort involved in the processes. At Glenloth, the ore was instead delivered onto a flat floor beside the stamps, where it was broken up by hand with sledgehammers, and shovelled into the stamper boxes. After crushing, the gold ore passed as a wet slurry over mercury plates which collected some of the gold as an amalgam, then into cyanide tanks where the remaining gold was dissolved, to be extracted from solution later. The finely crushed ore, known as tailings, still contained some gold, and was stored in dumps or heaps for possible future re-treatment.

The Glenloth battery had the smallest production of the government gold treatment plants. It operated until the 1950s, by which time gold mining was economically less attractive to small-time gougers, and the plant closed in 1963. The tailings heaps were leached for their residual gold content in the 1980s. The battery was intact and maintained for decades, but is now in ruinous condition.

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

The isolation of the Glenloth gold battery site has kept it relatively well-preserved from human intervention. Very little equipment taken to the site was ever taken away, so there is a large deposit of broken, worn and outmoded machinery parts in the vicinity. The layers of history on the site can readily bee seen, and it would be a good candidate for an industrial archaeology study.

References

H.Y.L. Brown, *Record of the Mines of South Australia*, 1908
Greg Drew, Goldfields of South Australia, 2004
John Drexel, Mining in South Australia, 1982
Mineral Resources Review, No. 17, 1912, pp.808-810; 23, 1915, p. 64

NAME: **GLENLOTH GOLD BATTERY**   **PLACE NO.:**   **C20 25**

SITE RECORD:

FORMER NAME: n/a

DESCRIPTION OF PLACE: Industrial building housing gold crushing
                                machinery

DATE OF COMPLETION: 1935

REGISTER STATUS: **Description:**   n/a
                                Date: n/a

CURRENT USE: **Description:**   n/a
                                Dates: n/a

PREVIOUS USE(S):   **Description:**   Gold Battery
                                Dates: 1935-1963

ARCHITECT: **Name:**   n/a
                                Dates: n/a

BUILDER: **Name:**   Department of Mines
                                Dates: 1935

SUBJECT INDEXING: **Group:**   Mining & Mineral Processing
                                Category: Crusher

LOCAL GOVERNMENT AREA: **Description:**   Unincorporated

LOCATION: **Unit No.:**   n/a
                                Street No.:   n/a
                                Street Name: n/a
                                Town/Suburb: Via Kingoonya
                                Post Code: 5710
                                Region No.:   13
                                Region Name: Far North & Far West

LAND DESCRIPTION: **Title Type:**   CR
                                Volume: 5759
                                Folio: 724
                                Lot No.:   H834500 S111
                                Section: 111
                                Hundred: Out of Hundreds

NAME: GLENLOTH GOLD BATTERY **PLACE NO.:** C20 25

SITE RECORD (Cont.):

AMG REFERENCE:	**Zone:**	53
	Easting:	512419
	Northing:	6558064
	Map Sheet No.:	Kokatha 5935
	Map Scale:	1:100,000
OWNER:	**Name:**	PIRSA
	Address:	GPO Box 1671
	Town/Suburb:	Adelaide
	Post Code:	5001

NAME: **GLENLOTH GOLD BATTERY**   **PLACE NO.:** **C20 25**

Glenloth Battery, looking south-east, Lake Harris in background

Glenloth Battery, looking north-east, abandoned boiler in foreground

NAME: **GLENLOTH GOLD BATTERY**   **PLACE NO.:**   **C20 25**

Gravity stamps, Glenloth Battery

Workers' quarters, Glenloth Battery

NAME: **GLENLOTH GOLD BATTERY** **PLACE NO.:** **C20 25**

Location of Glenloth Battery
(Gairdner SH53-15 1:250,000 Map)

NAME: **GLENLOTH GOLD BATTERY** **PLACE NO.:** **C20 25**
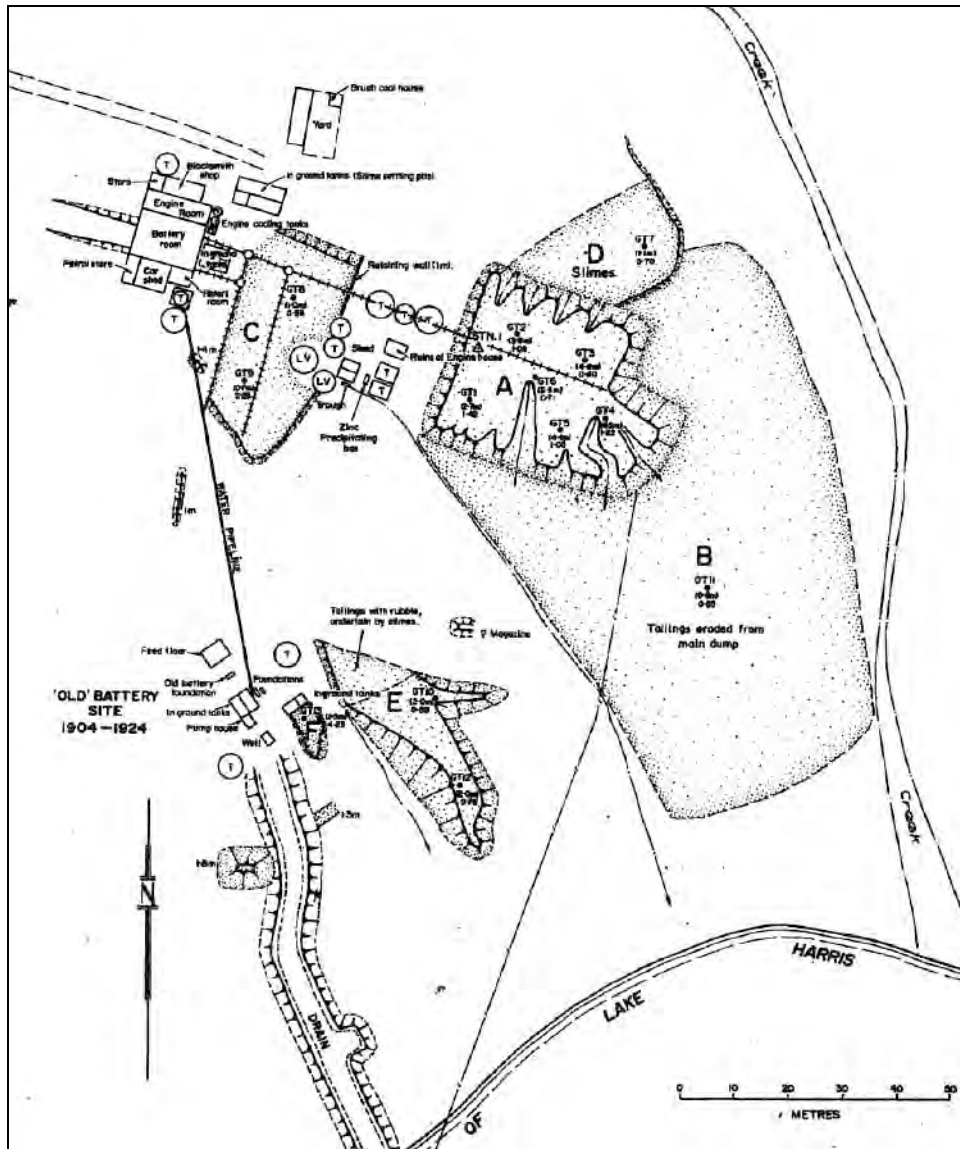
Plan of Glenloth Battery, 1987
(PIRSA Plan)

Places of Interest, not recommended for entry in the South Australian Heritage Register

This is a summary of places which are of interest for their wartime roles, but which fall short of being recommended for their heritage significance. It is not a comprehensive list. On the one hand, part of the Salisbury Explosives Factory, the Railway Workshops at Islington, an anti-aircraft battery site at Whyalla and the Inland Aircraft Fuel Tanks at Wolseley are already entered in the South Australian Heritage Register, while RAAF Base Parafield, the RAAF Gunnery Range at Port Pirie, part of the Tubemakers complex, the Repatriation Hospital and the radar station sites at Victor Harbor and Yankalilla are recommended for the Register elsewhere in this report. On the other hand, such places as Fort Malta, the Perry Engineering factory at Mile End and the wartime GM-H factory sites at Woodville, Beverley and Birkenhead have all been demolished.

The following places are recorded here as of historical interest, but are not recommended for entry in the South Australian Heritage Register:

Adelaide Metropolitan
Munitions Factory, Finsbury
Ammunition Factory, Hendon
Chrysler Factory, Forestville
Kelvinator Factory, Ashford

Rural Areas

Rapid Bay Quarry & Township
Proof Range, Port Wakefield
RAAF Base, Mount Gambier
RAAF Base, Port Pirie
RAAF Base, Mallala
Aircraft Fuel Tanks, Lower North
Radar Station, Cowell
Radar Station, Robe
Sandy Creek POW Camp site
POW Camps, Trans Australian Railway

FINSBURY MUNITIONS FACTORY

Place Name and Address: Woodville North SA 5102

HISTORY:

The Finsbury Munitions Factory complex was built in 1940 beside Torrens Road, among what were then grazing paddocks near Cheltenham racecourse. The buildings were designed by John Fargher of SAR. The plant commenced limited production by February 1941, and increased its capacity steadily over the next year. The factory consisted of twenty major buildings and many smaller ones spread over a site more than 50ha in extent. Finsbury did not manufacture explosives or propellants; these were made at the Salisbury Explosives Factory. Finsbury's role was to provide the metal components for making munitions: cartridge cases, shells, fuses and primers, which were railed to Salisbury for filling and assembly. (Mellor 1958, p. 335) A branch railway line was built from Woodville to serve the Finsbury plant. The factory closed immediately after the war, and some of the major buildings were occupied by Commonwealth departments, while others were sold or leased to companies such as Firestone, Chrysler, International Harvester, Kelvinator and Simpson Pope.

DESCRIPTION OF PLACE TODAY:

Much of the former factory complex of sawtooth-roofed corrugated steel buildings still stands, and companies such as Clyde-Apac, ROH Wheels Australia and Tecalemit Australasia are still manufacturing in some of the buildings today. For many years the former administration buildings and laboratories housed the CSIRO Division of Materials Science, which closed in 2007. The Al Khalil Mosque and Islamic Arabic Centre now occupy the Finsbury railway station site.

REFERENCES:

Peter Bell, CSIRO Woodville North Heritage Study, 2005
Cumming & Moxham, *They Built South Australia*, 1986, pp. 59-60
David Mellor, *Role of Science and Industry*, 1958
NAA files, plans held by CSIRO

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of the Finsbury Munitions Factory is not considered to be sufficiently noteworthy to be of State heritage significance. No recommendation is made for this place.

FINSBURY MUNITIONS FACTORY

Administration Building, former Finsbury Munitions Factory

No. 1 Rolling Mill, former Finsbury Munitions Factory

HENDON AMMUNITION FACTORY

Place Name and Address: Butler Drive
Hendon Common
Hendon SA 5102

HISTORY:

In 1920 an open space near the Grange railway, in what was then known as Albert Park, was bought by Harry Butler to operate a private commercial landing ground. In 1922 it was bought by the Commonwealth government and became the first Adelaide Aerodrome, but the land was too small, and within a few years it was superseded by Parafield. In 1940 the vacant land was taken over by the Department of Munitions and became the site of the Hendon Ammunition Factory. It was the smallest of the three government munitions factories in Adelaide, occupying about 20ha. The buildings were designed by John Fargher of SAR. Its role was to manufacture rifle and machinegun ammunition. Hendon commenced production in early 1941 and operated for the rest of the war. (Mellor 1958, p. 335) The factory closed immediately after the war, and the buildings were sold to Philips Electrical Industries, a major manufacturer of electronic components, which shifted its Sydney operations there in 1947. The complex now houses the SA Film Corporation and a number of light industrial businesses.

DESCRIPTION OF PLACE TODAY:

Originally the factory complex consisted of sawtooth-roofed brick and corrugated steel buildings, but most have been re-roofed and dramatically transformed for use as film studios and other functions. The surroundings have been upgraded and are now known as Hendon Common. The complex is an excellent example of creative adaptive reuse of historic buildings.

REFERENCES:

Clarrie Bell, *Women in Munitions*, 1989
Cumming & Moxham, *They Built South Australia*, 1986, pp. 59-60
David Mellor, *Role of Science and Industry*, 1958
NAA files

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of the Hendon Ammunition Factory is greatly altered, and not considered to be sufficiently noteworthy to be of State heritage significance. No recommendation is made for this place.

HENDON AMMUNITION FACTORY

Hendon factory building, now an SA Film Corporation studio

Aerial view of former Hendon Ammunition Factory

FORMER T.J. RICHARDS FACTORY

Place Name and Address: Anzac Highway
Forestville SA 5035

HISTORY:

T.J. Richards was originally a coach-building firm founded by Tobias Richards in 1884. In 1914 the company went into motor building in a prominent site at Keswick, and from 1939 they had an arrangement with Chrysler, similar to that of Holdens with General Motors, to assemble vehicles from parts manufactured in the USA. In 1941 the company became Richards Industries Ltd, motor body builders, with plants at Keswick and Mile End. During the Second World War their Keswick plant was expanded to manufacture vehicle and aircraft components, weapons parts, and ammunition. (SLSA OH 491/25) Richards was bought by Chrysler in 1947. The company moved to a new plant at Tonsley Park in 1964, subsequently bought by Mitsubishi. Le Cornu's furniture business, founded in North Adelaide in 1854, bought the Anzac Highway complex in 1974 and re-fitted it as a retail warehouse. At 3.6ha in area, it is claimed to be the largest furniture store in Australia.

DESCRIPTION OF PLACE TODAY:

Originally the factory complex consisted of sawtooth-roofed brick and corrugated steel buildings, but the Anzac Highway elevation has been refurbished and dramatically transformed for use as a retail furniture store. In the warehouse at the rear of the store the details of the wartime industrial buildings can still be seen.

REFERENCES:

T.J. Richards records SLSA OH 491/25
David Mellor, *Role of Science and Industry*, 1958
"Store with History, Tradition", *Advertiser* 16 May 1983, p. 13

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of the former T.J. Richards factory is greatly altered, and not considered to be sufficiently noteworthy to be of State heritage significance. No recommendation is made for this place.

FORMER T.J RICHARDS FACTORY

The former T.J. Richards factory is now a modern furniture retail store
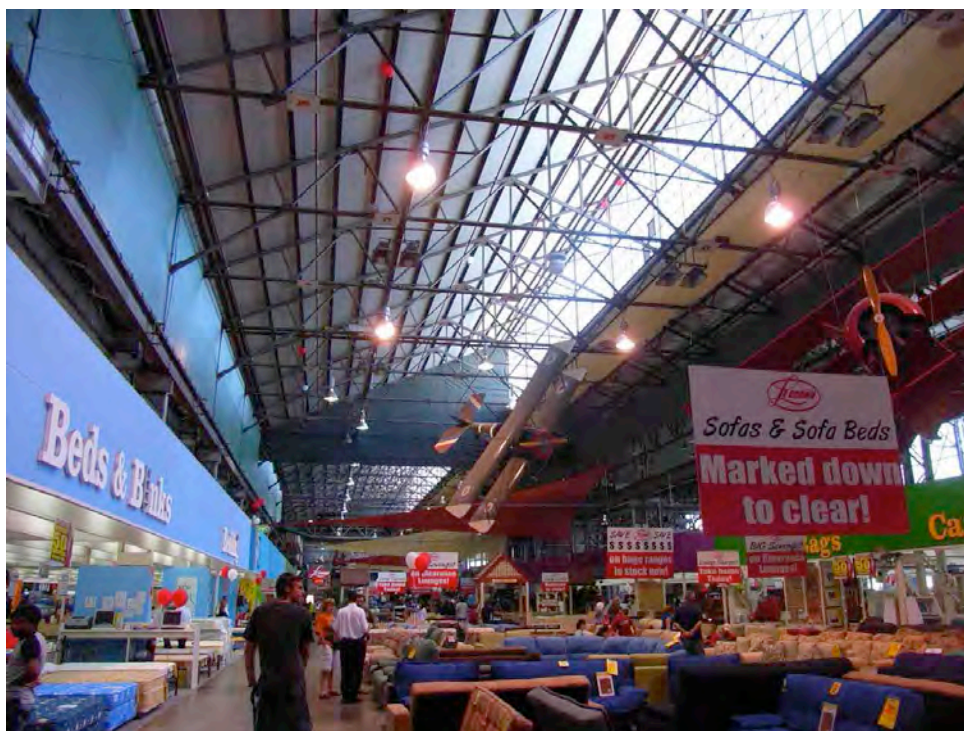
Parts of the interior of the building show its industrial origins

FORMER KELVINATOR FACTORY

Place Name and Address: Anzac Highway
Ashford SA 5035

HISTORY:

Mechanical Products Ltd was founded by William Queale in two stables beside the Bay Road at Keswick in 1922. Queale went to Detroit in 1934 and successfully negotiated a franchise with Kelvinator. He established Kelvinator Australia Ltd, and expanded the Keswick plant to manufacture 20 refrigerators a day. During the Second World War the company became a major defence contractor, manufacturing refrigerators for the army, parts for Beaufort and Beaufighter aircraft, 25 pounder guns, 2" mortar bombs, 2 lb and 6 lb antitank shells, and "other precision devices, whose purpose we were not told". (History of Company, SLSA BRG 315) Kelvinator continued to manufacture military aircraft parts into the 1950s. The company closed its Anzac Highway plant in the 1970s and relocated to part of the Finsbury Munitions Factory complex. Kelvinator's South Australian operations were taken over by Email in 1979. The Anzac Highway complex now houses a self-storage facility and a number of retail businesses.

DESCRIPTION OF PLACE TODAY:

A large part of the factory complex still stands, consisting of sawtooth-roofed brick and corrugated steel buildings, but most have been transformed for modern purposes.

REFERENCES:

History of Company, SLSA BRG 315
Cumming & Moxham, *They Built South Australia*, 1986, pp. 59-60
David Mellor, *Role of Science and Industry*, 1958

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of the Kelvinator Factory is greatly altered, and not considered to be sufficiently noteworthy to be of State heritage significance. No recommendation is made for this place.

FORMER KELVINATOR FACTORY

Kelvinator factory in the 1960s (SLSA BRG 315/10)

The same building today

RAPID BAY QUARRY AND TOWNSHIP

Place Name and Address: Rapid Bay SA 5204

HISTORY:

Rapid Bay, near the tip of Fleurieu Peninsula, was briefly considered by William Light in 1836 as a site for the capital of the new colony. Settlement was to be deferred for over a century until BHP opened a limestone quarry there in 1940 as a source of limestone flux for its newly-built smelter at Whyalla. The complex was equipped with crushing and loading machinery, a jetty completed in 1942, and the new township of Rapid Bay, consisting of about 15 neat red brick cottages, a shop and a recreation hall. The township expanded after the war, and Rapid Bay exported limestone flux to BHP's smelters at Port Kembla and Newcastle until 1981. It was then taken over by Adelaide Brighton Cement, but replaced by the Klein Point quarry within a few years. Shipping stopped in 1991. The quarry has operated only occasionally on a small scale in recent years, with product trucked out. The bay is a popular fishing and dive site, and new weekend houses have been built in the settlement.

DESCRIPTION OF PLACE TODAY:

Rapid Bay has a beautiful setting in a sheltered bay surrounded on three sides by rugged bare hills. The wartime buildings are relatively little changed, but the surroundings are now vegetated, and the township has greatly expanded. The quarry is much enlarged, and its crushing and loading facilities have been updated. The jetty has been closed for safety reasons since 2003. A new recreational jetty is to be built alongside.

REFERENCES:

"Limestone Winning Plant Construction at Rapid Bay", *BHP Review*, June 1941, p. 20 & March 1942, p. 8
John Drexel, *Mining in South Australia*,1982, pp. 165-177
Friends of Rapid Bay Jetty website <http://www.rapidbayjetty.org/history.htm>

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of Rapid Bay is not considered to be sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

RAPID BAY QUARRY AND TOWNSHIP

Early development of Rapid Bay township (*BHP Review* June 1941, p. 20)

Typical 1940 house at Rapid Bay

PORT WAKEFIELD PROOF RANGE

Place Name and Address: Joint Proof and Experimental Establishment
Port Wakefield   SA 5550

HISTORY:

When Australia commenced manufacturing large munitions in the 1920s, a special firing range was needed for "proof", that is experimental testing of weapons and projectiles A site at the head of Gulf Saint Vincent just south of Port Wakefield was chosen because the low tide left a large expanse of bare sand, making it possible for shells fired into water at high tide to be recovered for scientific examination. The Proof Range fired its first tests of artillery ammunition on 5 December 1929. A rare visit by journalists shortly before the outbreak of the Second World War enabled them to report on such exotic equipment as the Boulonge Chronograph Screens which measured the velocity of artillery shells in flight. During the war the Proof Range expanded greatly in size and complexity to test a wide range of munitions. Its original land and sea area of 1924 has been increased in 1938, 1944 and 1987 to test projectiles of increasing range.

DESCRIPTION OF PLACE TODAY:

The former Port Wakefield Proof Range remains in service as the much larger Joint Proof and Experimental Establishment, still proofing weapons and munitions, and carrying out a wide range of tests in the adjacent Environmental Test Facility for the Australian Defence Force as well as DSTO. The facilities consist of a variety of widely-dispersed firing positions and magazines. Some 1920s brick administrative buildings and houses remain, but most of the early testing facilities have been abandoned and demolished. The most conspicuous elements from a distance are the radar tower and twin proximity fuse testing towers, all modern.

REFERENCES:

Peter Bell, History of the Port Wakefield Proof Range, 2004
News 1 August 1939; *Advertiser* 2 August 1939

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of Port Wakefield Proof Range has been almost entirely removed, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

PORT WAKEFIELD PROOF RANGE

Original Guardhouse at the Proof Range, built 1927

BOULONGE SCREENS in front of GANTRY BATTERY looking South
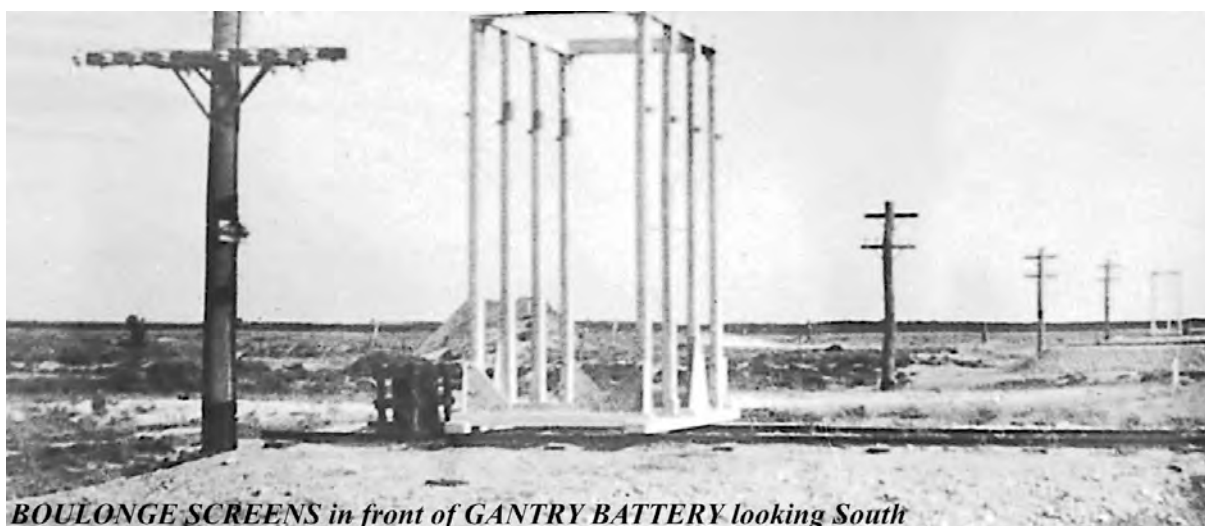
Boulonge Chronograph Velocity Measuring Screens, 1944
(Proof Range Archive)

RAAF BASE MOUNT GAMBIER

Place Name and Address: Mount Gambier Airport,
Airport Road,
Mount Gambier SA 5290

HISTORY:

The RAAF established No. 2 Air Observers School at Mount Gambier on 6 February 1941, one of three in Australia. This was an advanced specialist school where aircrew flying Avro Ansons were trained in observation techniques. Mount Gambier was also the base for No. 2 Bombing and Gunnery School and No. 2 Air Navigation School for some months in 1941 until they moved to Port Pirie and Nhill respectively. Besides training, aircraft from Mount Gambier carried out active maritime reconnaissance patrols of the South-East coast and other tasks such as bushfire spotting. The school closed in 1946 and RAAF Base Mount Gambier was disbanded in May 1947.

DESCRIPTION OF PLACE TODAY:

The former RAAF base is now Mount Gambier Airport. Most of the wartime buildings and structures have been removed, but the overall road layout and some major open spaces such as the parade ground are still extant. A few buildings such as two hangars, a recreation hut and the sewerage pumphouse visible in wartime aerial photographs still stand. The prominent water towers are new structures on the site of the old ones. The site is now surrounded by radiata pine plantations.

REFERENCES:

RAAF History Unit, *Units of the Royal Australian Air Force*, vol. 8, 1995, pp. 2, 6-7

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of RAAF Base Mount Gambier has been almost entirely removed, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

RAAF BASE MOUNT GAMBIER

Wartime Aerial View of RAAF Mount Gambier (RAAF History Unit website)

Memorial at Reedy Creek to five Mount Gambier aircrew who died in 1942

RAAF BASE PORT PIRIE

Place Name and Address: Port Pirie Airport,
Aerodrome Road,
Port Pirie SA 5540

HISTORY:

The RAAF established No. 2 Bombing and Gunnery School at Port Pirie on 15 June 1941, one of three in Australia. Port Pirie was almost as large as RAAF Mallala, with 17 Bellman hangars at its peak. This was an advanced specialist school where aircrew flying Fairey Battles and Avro Ansons were trained in bombing and gunnery on ranges near the coast between Port Pirie and Port Broughton. The training was hazardous, and about 22 aircrew were killed in accidents near the base. They are buried in the military section of Port Pirie cemetery. The school closed in December 1943. RAAF Base Port Pirie was disbanded early in 1947, when 67 accommodation huts were taken to the new Woomera village.

DESCRIPTION OF PLACE TODAY:

The former RAAF base is now Port Pirie Airport. Most of the wartime buildings and structures have been removed, but the RAAF base runway layout and some major open spaces such as the parade ground are still extant. The only wartime buildings remaining are one Bellman hangar - still in use for light aircraft - in original condition, and the sewerage pumphouse. The ruins of the machine gun target butts stand nearby.

REFERENCES:

Bullock, *Port Pirie*, 1988, pp. 420-428
Morton, *Fire Across the Desert*,1989, p. 231
RAAF History Unit, *Units of the Royal Australian Air Force*, vol. 8, 1995, pp. 11-12
Wordley & Madigan, *Port Pirie Remembers*, 1982

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of RAAF Base Port Pirie has been almost entirely removed, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

RAAF BASE PORT PIRIE
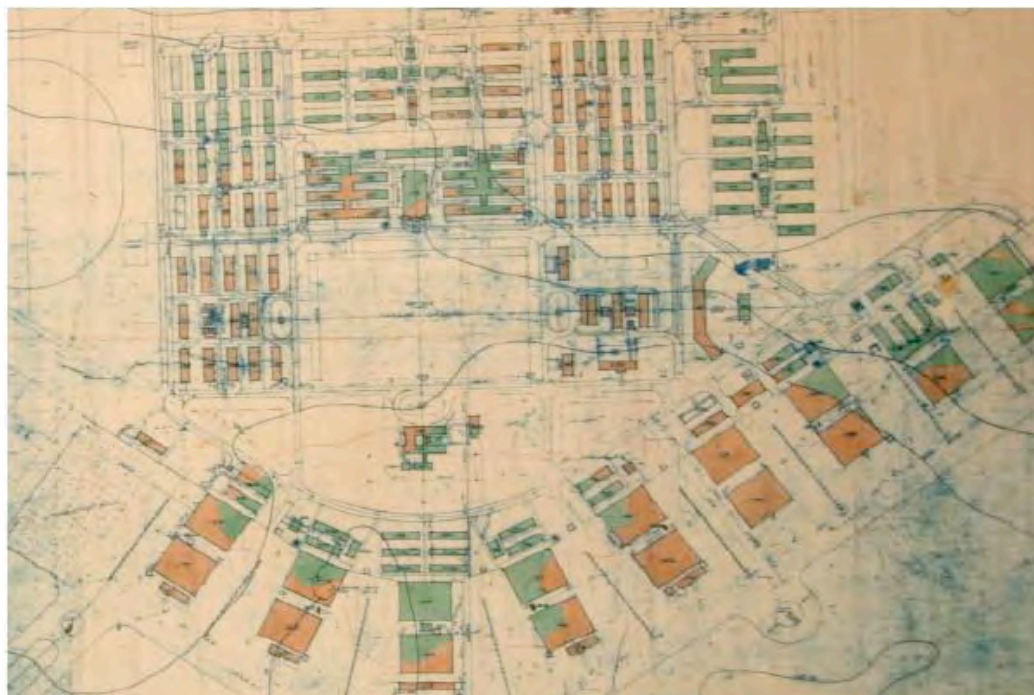
Wartime Plan of RAAF Port Pirie, showing camouflage pattern (NAA)

Bellman Hangar remaining at RAAF Port Pirie

RAAF BASE MALLALA

Place Name and Address: Mallala Motor Racing Circuit
Aerodrome Road
Mallala SA 5502

HISTORY:

Mallala was the largest RAAF base in South Australia, with 19 Bellman hangars at its peak. The RAAF established No. 6 Service Flying Training School at Mallala on 25 August 1941. This was a medium-proficiency school where aircrew who had already learned elementary flying at a base such as Parafield increased their experience before moving on to a specialist school such as Port Pirie or Mount Gambier. Seven aircrew died in training accidents at Mallala, including a mid-air collision between two Ansons in October 1941. The flying school closed in September 1945. RAAF Base Mallala remained in service after the war as the airfield for the Long Range Weapons Establishment from 1947 to 1954 until superseded by RAAF Base Edinburgh, then as a Citizens Air Force base, home of the City of Adelaide Squadron until 1960. The land was subsequently converted to a motor racing circuit. It was closed between 1971 and 1982, but now operates as Mallala Motor Sport Park.

DESCRIPTION OF PLACE TODAY:

The former RAAF base is now the Mallala Motor Racing Circuit. Most of the wartime buildings and structures have been removed, but a few buildings such as two accommodation huts, machine gun target butts and the sewerage pumphouse still stand. The site is now occupied by racetracks, grandstands and other car racing facilities.

REFERENCES:

Life around the Light, 1985
Morton, *Fire Across the Desert*,1989, p. 136
RAAF History Unit, *Units of the Royal Australian Air Force*, vol. 8, 1995, pp. 109-110
Mallala Motor Sport Park website < http://www.mallala.com/ >

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of RAAF Base Mallala has been almost entirely removed, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

RAAF BASE MALLALA

Wartime Aerial View of RAAF Mallala (RAAF History Unit website)

INLAND AIRCRAFT FUEL DEPOTS

Place Name and Address: Former Aviation Fuel Tanks
Gladstone, Huddleston and Port Pirie

HISTORY:

In March 1942, with air attack and invasion by Japanese forces seemingly imminent, the War Cabinet approved the dispersal of strategic supplies including the construction of 26 aviation fuel depots with a capacity of over twenty million gallons (90,000kl) along the major railways across Australia, to be called Inland Aircraft Fuel Depots (IAFDs). South Australia already had an older IAFD at Wolseley which was extended, and new depots were built at Gladstone (28 IAFD), Crystal Brook (31 IAFD) and Port Pirie (11 IAFD). The tanks were of steel-lined concrete, to a design recommended by the US Army Air Corps. The depots were all completed and in use by about March 1943. By that time, the threat of Japanese attack had dissipated. The four IAFDs were guarded by a handful of RAAF personnel, and the remaining war years were completely uneventful. By November 1944 the fuel depots were no longer used. In 1948 the Commonwealth sold all the land acquired for the IAFDs in 1941-42. Most of them were bought by Vacuum Oil Company or Commonwealth Oil Refineries Ltd which stripped them of steel tank linings, pipes and pumping equipment, all of which were scarce in the post-war years.

DESCRIPTION OF PLACE TODAY:

The three former IAFDs in the Upper North are all abandoned and derelict. One between Huddleston and Crystal Brook is in farmland, but has been bisected by a realignment of the Port Pirie-Broken Hill railway. The ones on the outskirts of Gladstone and Port Pirie are both within the municipal garbage dumps.

REFERENCES:

Austral Archaeology, Heritage of the Upper North, 2000
Douglas Gillison, *Royal Australian Air Force*, 1962, p. 484
NAA A877 CL20065

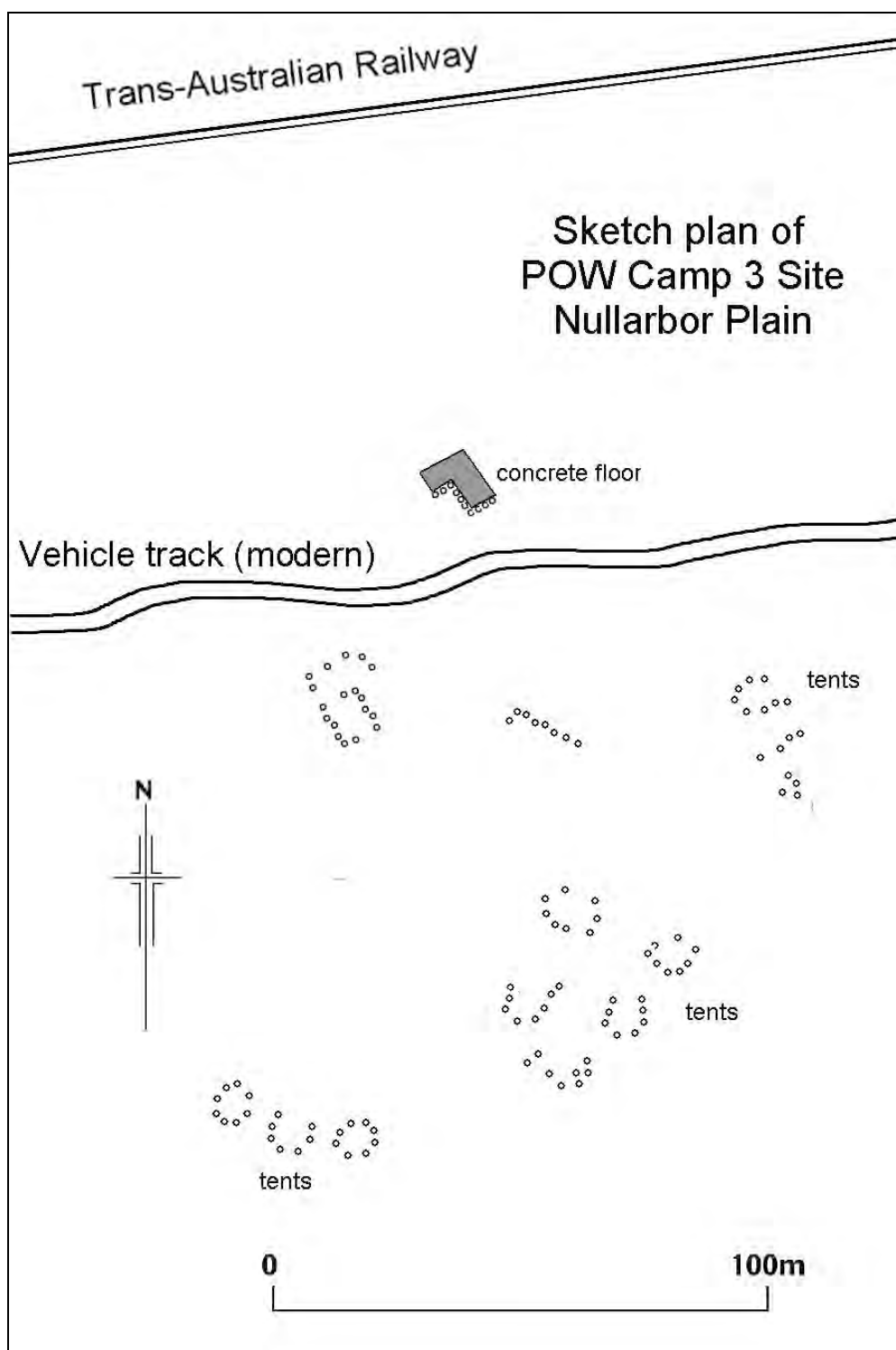### RECOMMENDATION:

This report is simply a brief record of interesting historic places dating from the period covered by this project. The wartime fabric of the IAFDs is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendations are made for these places.

INLAND AIRCRAFT FUEL DEPOTS

28 IAFD Gladstone, fuel tank cut open to remove steel lining

11 IAFD Port Pirie

No. 203 RADAR STATION, COWELL

Place Name and Address: Former Radar Station
Port Gibbon Road
Cowell SA 5602

HISTORY:

With the opening of the Pacific War at the end of 1941, the greatest fear in Australia was of attack by Japanese carrier planes, and the immediate response was to duplicate the British air defence system with a national chain of ACO coastal radar stations, including South Australian ones at Ceduna, Elliston, Cowell, Whyalla, Victor Harbor and Robe. Work commenced in early 1942. However, by the time of the Japanese defeat at the battle of Midway in June 1942 it was apparent that Japanese naval air power would not stretch to South Australian waters, and half of these stations were never begun. The 40m high timber towers were built at Cowell, but never equipped with radar. The station was dismantled after 1945 and some of the tower timbers were used to build a local woolshed.

DESCRIPTION OF PLACE TODAY:

The former radar station now stands in a ploughed field. The four concrete structures standing about 70m apart are the transmitting and receiving equipment shelters and two generator houses. The towers and other elements, and the accommodation huts which stood about 200m to the south are gone without trace.

REFERENCES:

Maurice Fenton, *Radar Country Sketchbook*, 1994
Maurice Fenton, *10 Radar Yankalilla & Other Radars*, 1999
RAAF Historical Section, *Units of the RAAF, Vol. 5*, 1995
Smith & Simmonds, *RAAF Radar in World War II,* 1992
NAA files
Notes compiled by Terry Arnott and Shirley McLean

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. Little of the wartime fabric of Cowell RAAF Radar Station remains, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

No. 203 RADAR STATION, COWELL

**Transmitting and receiving shelters, Cowell Radar Station**

No. 11 RADAR STATION, ROBE

Place Name and Address: Former Radar Station
off Morphett Street
Robe SA 5276

HISTORY:

With the opening of the Pacific War at the end of 1941, the greatest fear in Australia was of attack by Japanese carrier planes, and the immediate response was to duplicate the British air defence system with a national chain of ACO coastal radar stations, including South Australian ones at Ceduna, Elliston, Cowell, Whyalla, Victor Harbor and Robe. Work commenced in early 1942. However, by the time of the Japanese defeat at the battle of Midway in June 1942 it was apparent that Japanese naval air power would not stretch to South Australian waters, and half of these stations were never begun. The power generating buildings were built at Robe, but never equipped with radar. It seems the transmitting and receiving buildings and the timber towers were never built, but in the rapidly-evolving technology of the time, this may have been intended to be an LWAW station with a revolving antenna instead of the towers. The station, never operational, was abandoned after 1945.

DESCRIPTION OF PLACE TODAY:

The former radar station now stands on a recreation reserve behind the foreshore dunes, near the town golf course. The two concrete generator houses stand about 100m apart on the reverse slope of the dune, and appear to have been used as store rooms in recent years. There is no sign of the towers and other structures, or any accommodation huts, however the surroundings are unstable sandy slopes, and there may be other elements hidden under the sand.

REFERENCES:

Maurice Fenton, *10 Radar Yankalilla & Other Radars*, 1999
RAAF Historical Section, *Units of the RAAF, Vol. 5*, 1995
Smith & Simmonds, *RAAF Radar in World War II,* 1992
Notes compiled by Terry Arnott and Shirley McLean

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. Little of the wartime fabric of Robe RAAF Radar Station remains, and it is no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

No. 11 RADAR STATION, ROBE

Power house, Robe Radar Station

SANDY CREEK PRISONER-OF-WAR CAMP SITE

Place Name and Address: off Sandy Creek-Williamstown Road
Sandy Creek SA 5350

HISTORY:

In May 1942, units of the 32nd Infantry Division of the US Army were quartered in tents at Sandy Creek between Gawler and the Barossa Valley, where they trained for three months before going on to Queensland and New Guinea. Two years later in 1944, the farming soldiers scheme was well underway, with 1,500 Italian prisoners of war and some internees employed as farm labourers in South Australia. The central camp at Loveday was inconveniently distant for transporting prisoners back and forth to farms in the Adelaide Hills, and the army established another transit camp closer to the agricultural districts. The old US Army camp site at Sandy Creek was re-activated, and a prison compound was built there to house small numbers of prisoners. The Sandy Creek camp functioned for two years, closing in 1946.

DESCRIPTION OF PLACE TODAY:

Since the Second World War, the former Sandy Creek POW Camp site has been impacted by construction of the South Para-Gawler water pipeline, the Sandy Creek school and modern subdivision, and no wartime fabric can be identified on the site today. The camp consisted of tents and temporary huts within a barbed wire compound, which would have left little trace after their removal. The only visible reminder of their existence is the modern residential subdivision occupying part of the site, which is called "The Barracks", apparently commemorating the short stay of the Allied soldiers rather than the later prisoners.

REFERENCES:

NAA AP613/1 150/1/97, 150/1/107 & 196/1/450, 1944-1945
US Army 32nd Division in South Australia
<http://www.32nd-division.org/history/32hist.htm>

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. The wartime fabric of the Sandy Creek camp has been entirely removed, and the site is no longer sufficiently noteworthy to be of State heritage significance. No recommendation is made for this place.

SANDY CREEK PRISONER-OF-WAR CAMP SITE
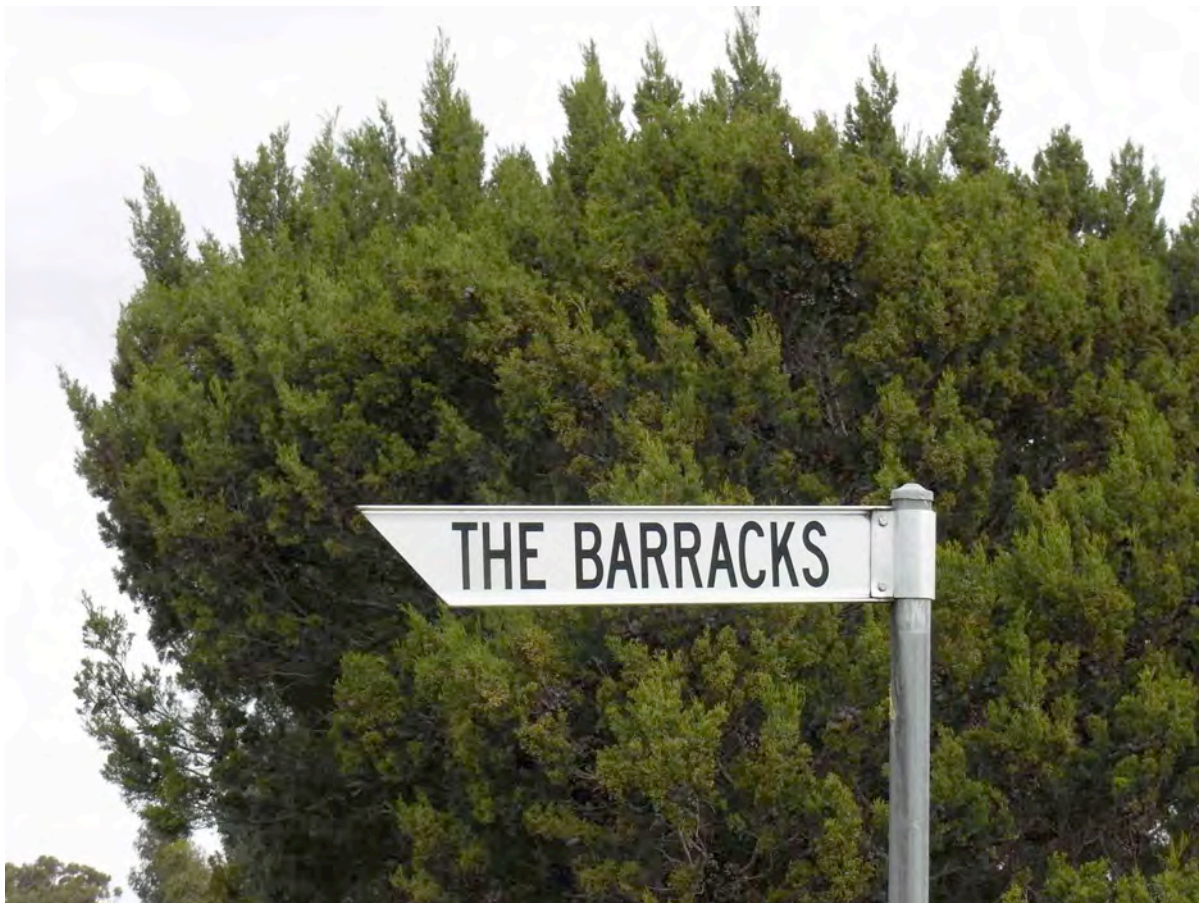
The site of the Sandy Creek camp is now a modern subdivision

No.3 POW CAMP, TRANS-AUSTRALIAN RAILWAY

Place Name and Address: Indian Pacific Railway
via Cook SA 5710

HISTORY:

In March 1942, at the request of Commonwealth Railways, 300 Italian soldiers from the prisoner-of-war camp at Hay in NSW were sent to the Nullarbor Plain on the Trans-Australian Railway to replace track maintenance workers who had enlisted in the armed services. The rationale for sending them to such a remote place was that: "they would find it very difficult to get away due to the lack of water and food". Six camps were built along the railway in the heart of the Nullarbor between Ooldea and Rawlinna, three of them in South Australia. Each camp had about 50 prisoners, with guards, fettlers and cooks making a total of about 80. Everyone was housed in tents, with a corrugated iron and flywire mess building. Food and water arrived by a weekly ration train, and there were military headquarters and a hospital at Cook. The scheme was successful, but politically controversial. After about a year, the prisoners of war were replaced by internees from the Loveday camp, who were civilians and more acceptable to the Australian Workers Union. The first 40 internees arrived in May 1943, and by October that year had entirely replaced the prisoners-of-war, who were returned to Hay or Loveday. The last internees left the railway camps in 1946.

DESCRIPTION OF PLACE TODAY:

The former Prisoner-of-War Camps were spartan and ephemeral, and little survives there today. At Camp 3, west of Cook, there are about nine rings of stones which mark the sites of sleeping tents. The kitchen, mess and washing facilities are also marked by lines of stones, but their other fabric is gone virtually without trace.

REFERENCES:

NAA B300/2 8247

RECOMMENDATION:

This report is simply a brief record of an interesting historic place dating from the period covered by this project. Little of the wartime fabric of the Prisoner-of-War Camps remains, and they are no longer sufficiently intact or noteworthy to be of State heritage significance. No recommendation is made for this place.

No.3 POW CAMP, TRANS-AUSTRALIAN RAILWAY

Trans-Australian Railway

Sketch plan of
POW Camp 3 Site
Nullarbor Plain

concrete floor

Vehicle track (modern)

tents

N

tents

tents

0   100m

Sketch plan of surviving evidence, No. 3 POW Camp

No.3 POW CAMP, TRANS-AUSTRALIAN RAILWAY

POW tent sites, Camp 3, Trans-Australian Railway

Stones holding down tent flaps
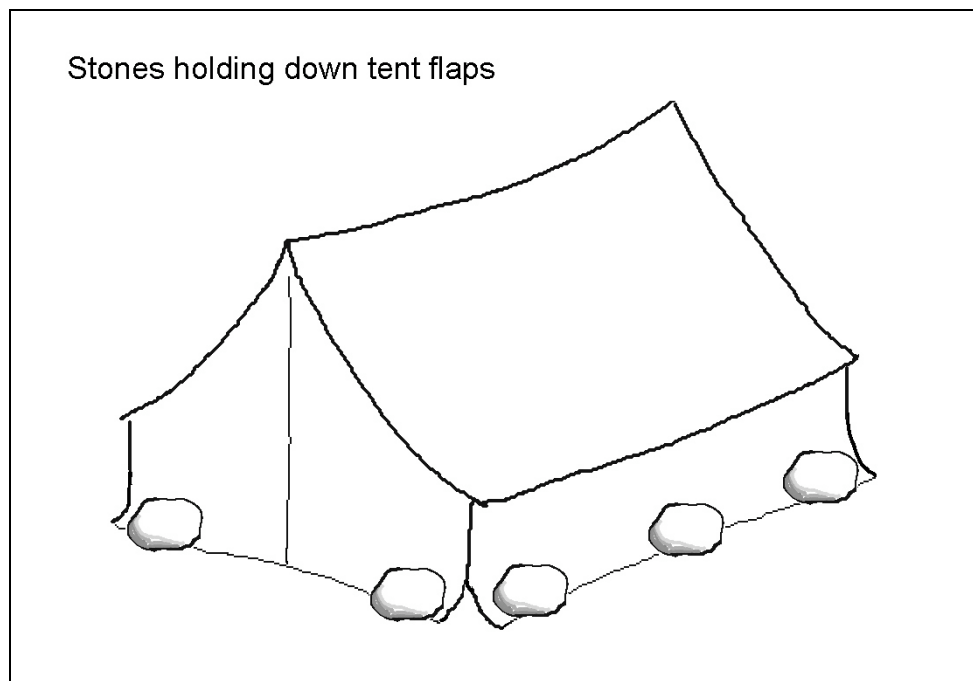
How the rings of stones were formed

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	Collections Database	<http://www.awm.gov.au/database/collection.asp>	

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A877	CL7680	Wolseley Bulk Petrol Storage	1941-1948
A877	CL20065	Wolseley Inland Petrol Storage	1942-1947
A877/2	CL20462	Crystal Brook Inland Fuel Depot	1942-1950
A877/2	CL20465	Gladstone No. 28 Inland Fuel Depot	1942-1949
A877/2	CL20467	Gladstone Explosives Replenishing Centre	1942-1948
A877	CL20553	Parafield Aircraft Maintenance Workshops	1942-1949
A877	CL20885	Parafield - Lease of Hangar	1928-1947
A877/2	C 23248	Adelaide Airport - Plans	1944-1947
A877/2	CL22357	Parafield Aerodrome - Survey Plans	1940-1944
A877	CL22868	Wolseley Inland Petrol Storage	1942-1945
AP567/1	1960/444	Conversion of No. 1 Rolling Mill	1960
AP613/1	150/1/97	Sandy Creek PW Camp	1944-1945
AP613/1	150/1/107	Loveday Internment Camp Group	1945-1946
AP613/1	196/1/450	Sandy Creek POW Camp	1944
D156/122	1941/276	Parafield Aerodrome - Erection of Buildings	1941-1942
D156/122	1942/51	Mallala RAAF: New Bellman Hangars	1941-1942
D156/122	1944/547	Parafield No. 1 EFTS - New Igloo Hangar	1944-1945
B300	8247	Employment of Prisoners of War	1941-1946
D844	130/19/7	Port Wakefield Proof Range - Roads	1944
D1051	Folios 1-83	RAAF Building Plans for Port Pirie	1940
D1051	NN	RAAF No. 6 RFTS Mallala - Plans	1941-1951
D1423	20SA368	RAAF No. 6 RFTS Mallala - Plans	1948
D1423	20SA368	RAAF No. 2 BGS Port Pirie - Plans	1940-1944
D1423	Folder 128	Crystal Brook RAAF No. 31 I.A.F.D. Plan	1946-1946
D1915	SA21667	Loveday Group Internment Reports	1945-46
D2998	SA/IM3/49	Migrant Workers Hostel, Finsbury	1950
D4404	2/811	Defence Research & Industrial Labs	1948-62
D4404	2/383	Schedule of Buildings Erected on Site	1944
D4404	2/1010	RAAF Port Pirie: Disposals	1941-1951
D4404/1	2/10	Mallala RAAF: Compulsory Acquisition	1941-1951
D4404/1	2/18	Port Pirie No. 11 I.A.F.D. Property File	1942-1951
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D4404/1	2/636	Crystal Brook I.A.F.D. Acquisition of Site	1942-1948
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D4404/1	2/766	Wolseley Petrol Storage	1942-1943
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D848/1	AP283	Gladstone Explosives Replenishing Centre	1944-1948

National Archives of Australia (Canberra)

AA1975/34	1	Perry Engineering Company Booklet	1952
A705	171/21/25	RAAF Station Parafield - Buildings	1945-1948
A705	171/21/36	RAAF Station Parafield - Sewerage Plant	1941-1946
A705	231/9/173	Establishment No. 1 EFTS Parafield	1942
A1196	23/501/57	Distribution and Storage of Aircraft Fuel	1939-1942
A1196	23/501/58	Inland Aircraft Fuel Depots	1941-1946
A1196	23/501/174	Provision of Aircraft Fuel Storage Tanks	1941-1945
A2671	41/1943	War Cabinet - Aircraft Production Policy	1942-1943
A3995/1	43/1946	Lease of part Finsbury Munition Factory	1946
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A5954	1277/9	Production of Beaufort Aircraft in Australia	1966
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SP110/5	78	Victor Harbor RAAF Installations	1941-1945
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National Archives of Australia (Sydney)

D618	E6/32	Parafield - Erection of Workshops	1942-1947
D618	SAL636	Smithfield Magazine Area	1941-1943
D618	SAL61068	Smithfield Magazine Area	1942-1943

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B1 703/BE	Port Wakefield Proof Range
B2/2581J	Land Acquisition History Sheet Port Wakefield P&EE
HA64/1244/1	Proof & Experimental Establishment Master Plan
SP-34-82	Port Wakefield Proof Range

Plans Held by CSIRO Manufacturing & Infrastructure Technology, Woodville North:

Munition Works, Cheltenham SA   (1940)
Ammunition Factory, Finsbury SA   (1940)

Plans Held by DTEI Plan Room, Adelaide:

137-AR-72	Whyalla Court House Alterations	(1972)
222-AR-74	Whyalla Court House	(1974)
469-WB-88	Whyalla Court House New Counsel Room	(1988)

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BRG 213   General Motors-Holden Records

> 121/1 General Motors Overseas War Effort
> 121/3 Jerrycan Design
> 121/4 Design of Anti-Tank Guns
> 121/5 War Production Records
> 121/20   Photograph Album
> 121/24   Newspaper Cuttings

BRG 315   Kelvinator Australia Ltd Records

> 2/3   History of Company, draft typescripts 1968-1975
> 2/14   Building Drawings, Plant 1 Keswick
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Maps of Recommended Places
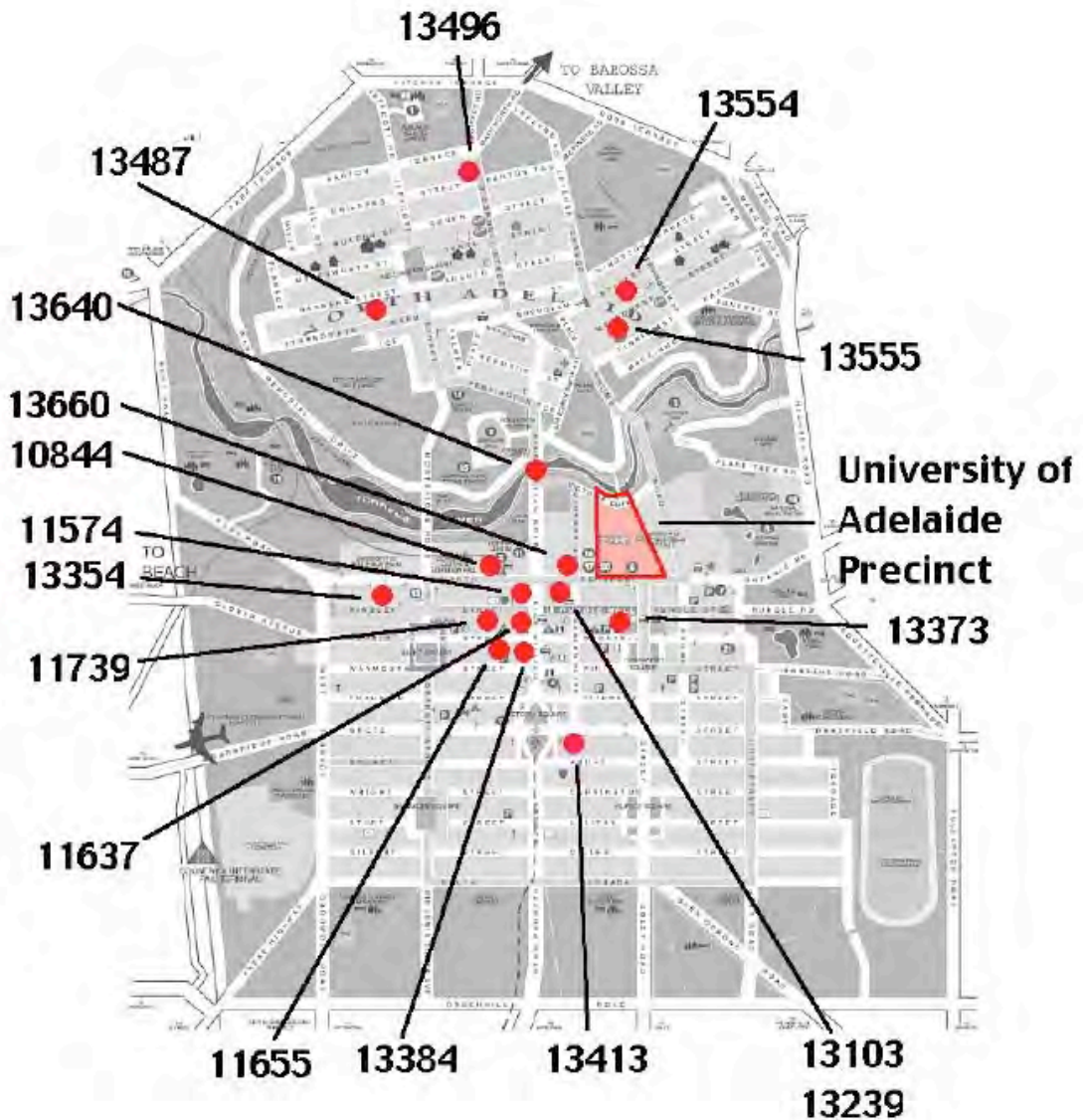
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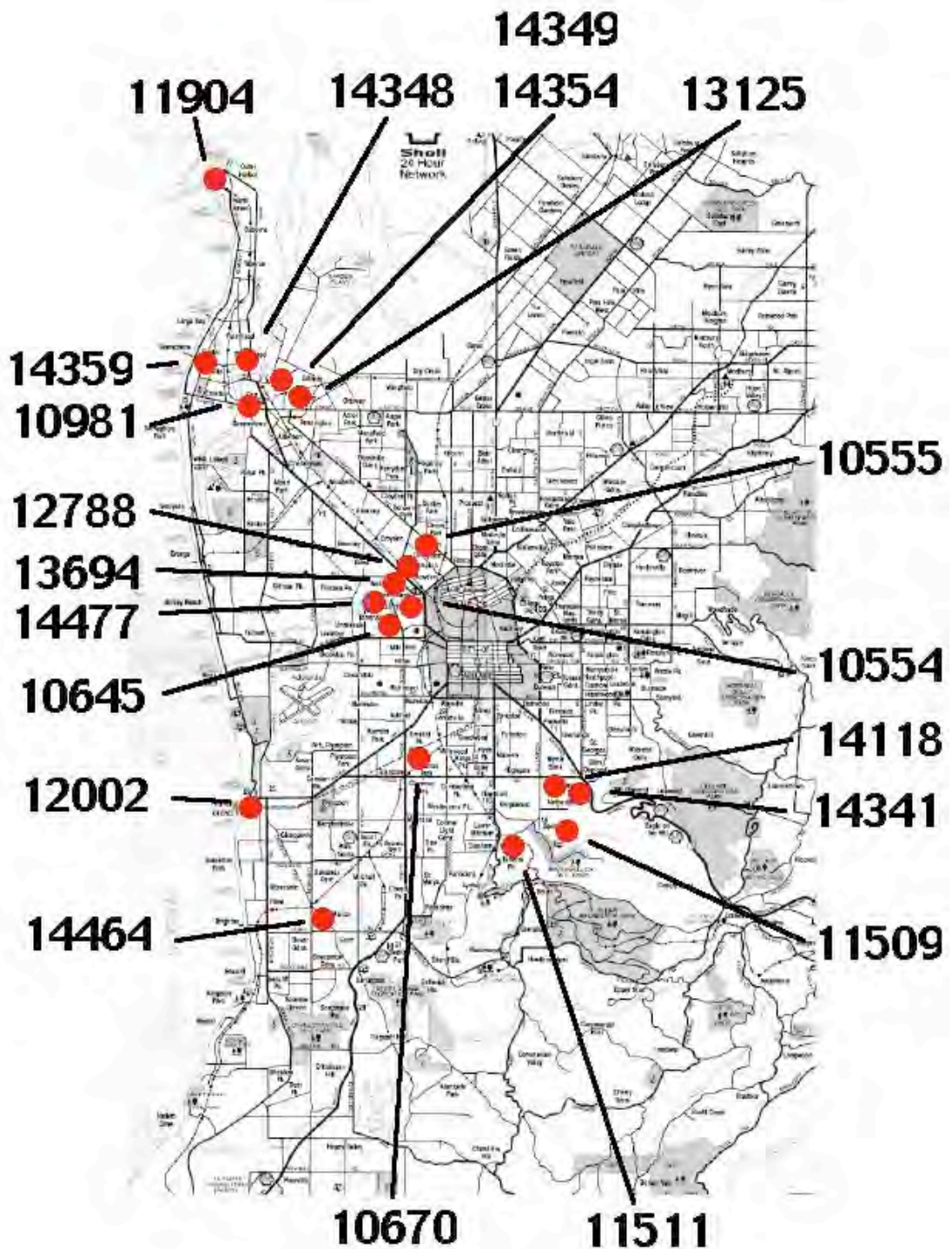
Maps of Recommended Places

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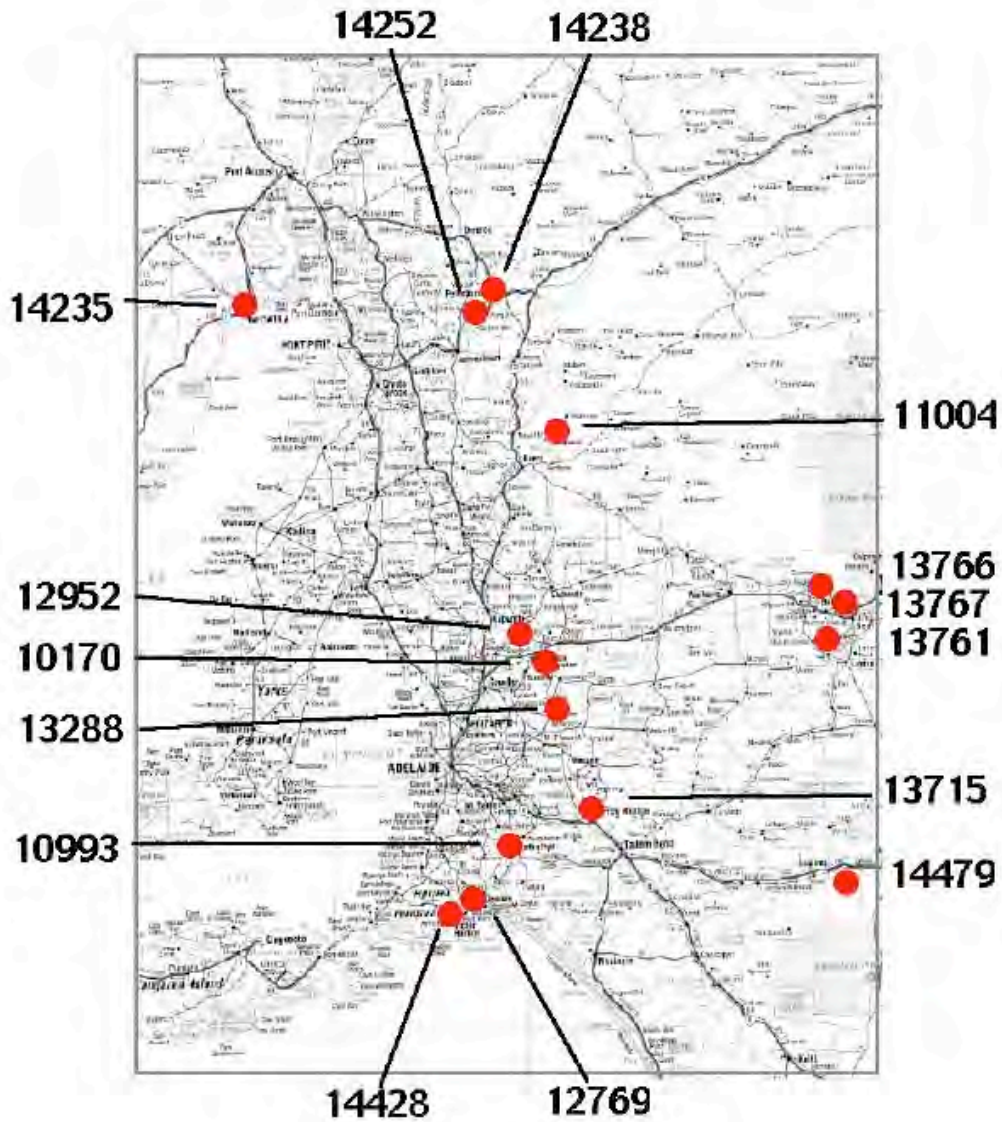
Maps of Recommended Places

Places Already Entered in the South Australian Heritage Register - Central region

Maps of Recommended Places
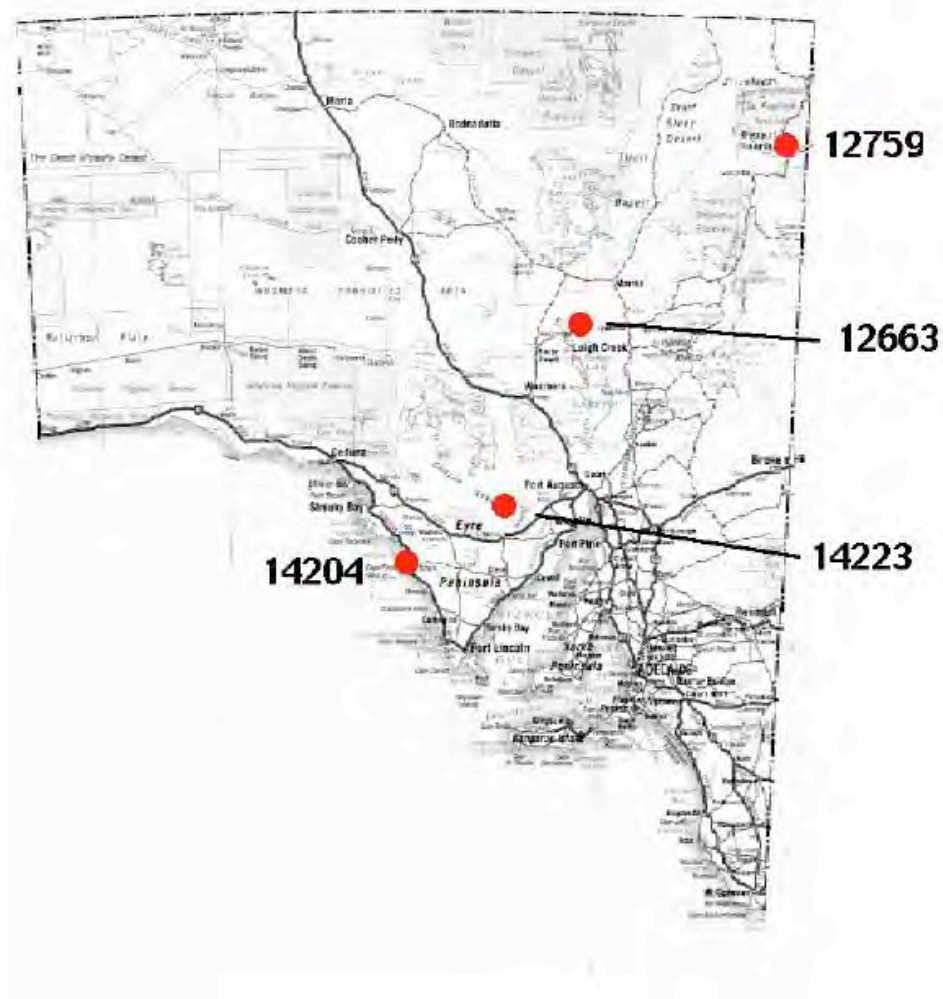
Places Already Entered in the South Australian Heritage Register - Remote areas

Maps of Recommended Places
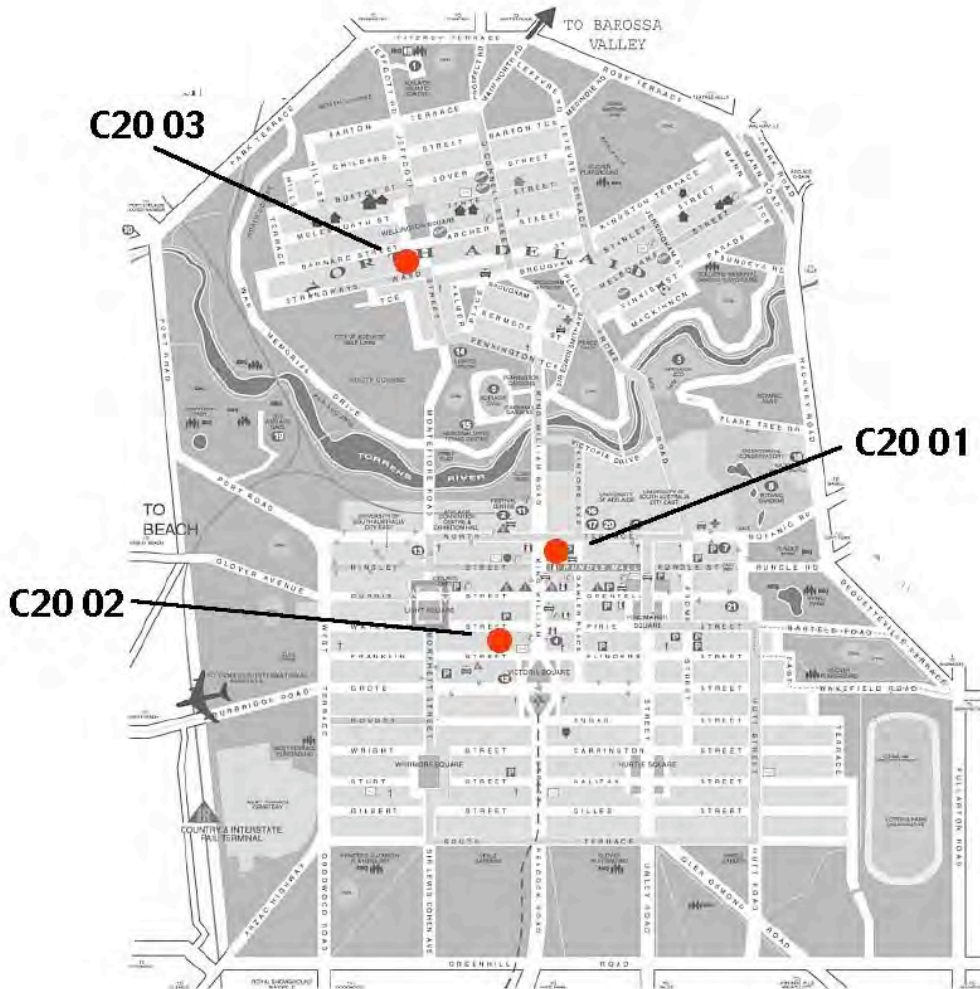
Places Recommended for Entry in the South Australian Heritage Register - City of Adelaide

Maps of Recommended Places

Places Recommended for Entry in the South Australian Heritage Register - Metropolitan Adelaide
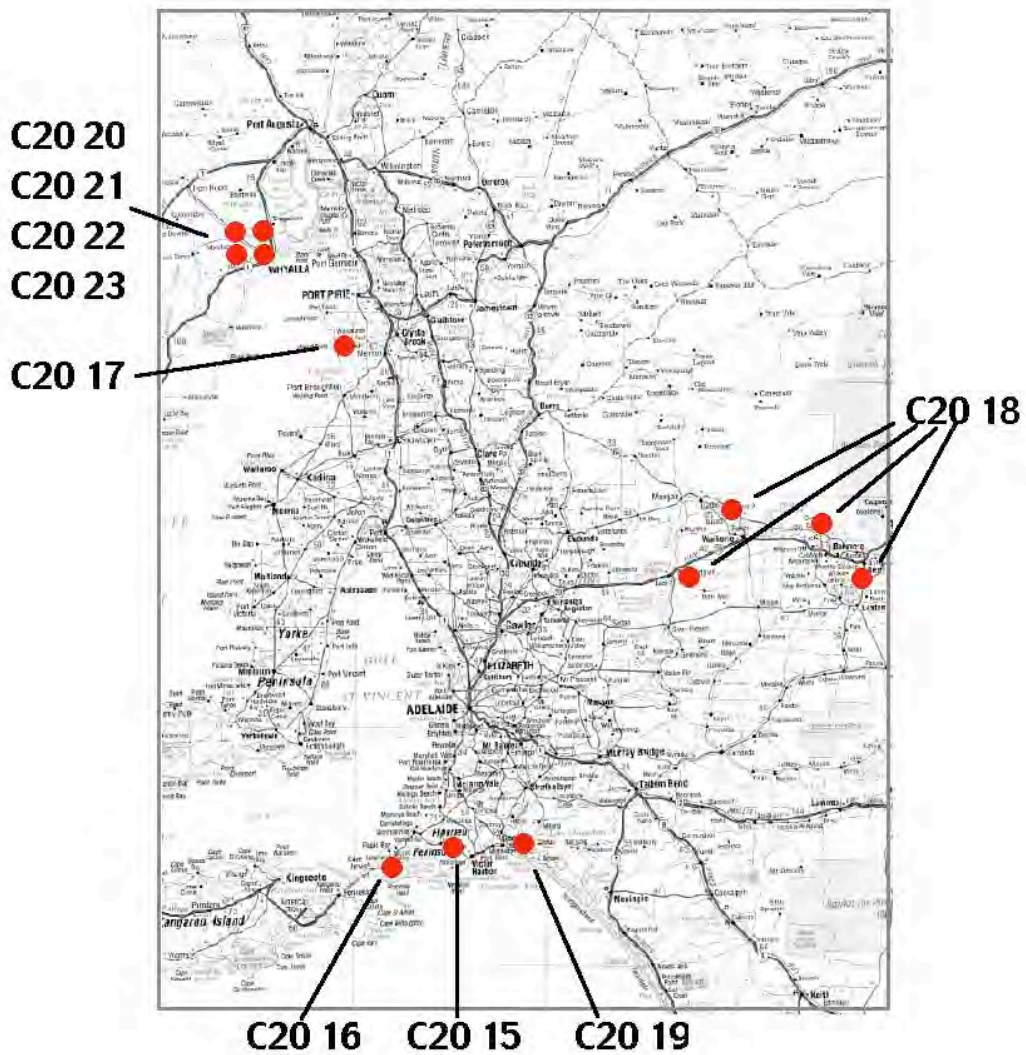
Maps of Recommended Places

Places Recommended for Entry in the South Australian Heritage Register - Central region

Maps of Recommended Places
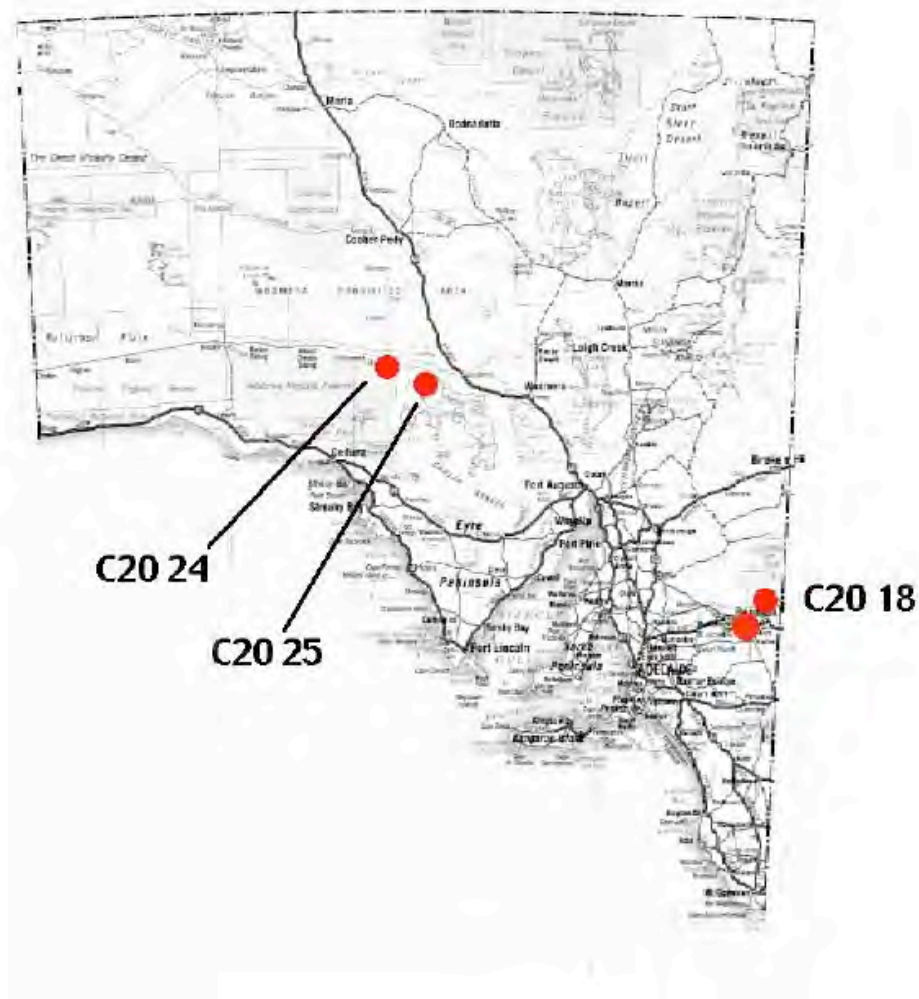
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Appendix: Project Brief

Government of South Australia

Department for Environment and Heritage

HERITAGE BRANCH

TWENTIETH CENTURY HERITAGE SURVEY – STAGE 2

THE DEPRESSION AND SECOND WORLD WAR (1928-1945)

PROJECT BRIEF

MARCH 2006

1.   BACKGROUND:

1.1 Introduction:

Since 1981 the Heritage Branch of the Department for Environment and Heritage has been pursuing a systematic program of heritage surveys in South Australia. The purpose of this Program is to identify and record all the Non-Aboriginal heritage of the State.

In order to record all the Non-Aboriginal heritage of South Australia, the State was divided into fourteen regions. By the end of December 2000 thirteen of the fourteen regions had been surveyed. The decision has now been made to initiate a series of thematic and targeted area surveys, commencing with targeted area surveys of the Oodnadatta Track, completed in 2001, and the Birdsville and Strzelecki Tracks, completed in December 2002.

The present South Australian Heritage Register has a significant imbalance, with a far greater number of places representing the history of South Australia from the 19th Century rather than the 20th Century. Approximately 400 State Heritage Places representing the 20th Century are entered in the Register, as opposed to 1800-odd pre-20th Century places. Hence the Heritage Branch decided that the first thematic surveys it would commission would be surveys of 20th Century heritage. However, given the multitude of sub-themes represented throughout this period, there needed to be a reduction in either the number of themes or the timespan.

In analysing places from the 20th Century already entered in the Register, there is a sizeable weighting towards the first decades of the 20th Century. Of the 400-odd 20th Century State Heritage Places entered in the South Australian Heritage Register, only 36 date from the post-1940 period. The first 20th Century heritage survey project was the commissioning of an overview history of the post-Second World War period (1946-1959). The Overview History was completed by Marsden Russell Historians in January 2005.

The next 20th Century heritage survey project, which is the subject of this project brief, will be a heritage survey of the period 1928-1945, including an Overview History. The 1928-1945 period begins with the Depression and ends with massive social and economic effects of the Second World War and the beginnings of planned industrialisation.

2.   OBJECTIVES:

The primary objective of the ***Twentieth Century Heritage Survey – Stage 2 (1928-1945)*** is to provide an authoritative description and evaluation of the heritage resources of the entire State for the purposes of assessment, conservation and planning.

Specifically, the ***Twentieth Century Heritage Survey – Stage 2 (1928-1945)*** will:

(a)   **make recommendations for the entry of places and objects in the South Australian Heritage Register;**

(b)   **make recommendations for the removal of places from entry in the South Australian Heritage Register; and**

(c)   **make recommendations for the declaration of State Heritage Areas.**

3.   REQUIREMENTS:

3.1   Overview History

Carry out historical research establishing the principal events and themes that characterise the physical, cultural and social development of the period 1928 to 1945 and write an overview history which will be the basis for the recommendations of the report.

The consultant undertaking the **Twentieth Century Heritage Survey – Stage 2 (1928-1945)** will write an Overview History of the period 1928-1945.
The Overview History should take into account the framework for historical assessment set out in the document *South Australian State Historic Preservation Plan : Historical Guidelines*, (Department for the Environment, May 1980) and may require revision in light of the evidence revealed by fieldwork. It should be clear, succinct and demonstrate familiarity with the range of historical source materials in existence. A comprehensive bibliography of the relevant primary and secondary sources (documentary, pictorial and oral) is required.

The principal topics and themes from the Depression and the Second World War period (1928-1945) that could be discussed include:

- **The Depression**
- **Industrialisation**
- **Second World War**

It should be noted that this list is not exhaustive and other themes and topics will come to light during the research phase of the project.

3.2   Fieldwork

Following completion of the Overview History the consultant will then select places and/or objects associated with State Heritage Places that represent the principal themes represented in the Overview History and decide whether or not to recommend those places or objects for entry in the South Australian Heritage Register or areas for designation as State Heritage Areas.

This fieldwork should take into account previous assessments, including those by the Heritage Branch, the Commonwealth Department for the Environment and Heritage, the National Trust of South Australia and other authoritative agencies. When a preliminary list of possibly significant places and objects has been drawn up, the Consultant must contact the owners of those places or objects and inspect them in more detail. If access is refused, the Consultant should not persist, but simply report that the request was made and denied. Evidence of contact with property owners will be required to be furnished by the Consultant. All field observations should be recorded by means of notes, marked maps and photographs, regardless of the recommendations that may finally arise.

3.3 Places Already Entered in the South Australian Heritage Register

Reassess the heritage significance of places already entered in the South Australian Heritage Register for the period 1928-1945 and, if necessary, make recommendations for the removal and alteration of entries.

The Heritage Branch is aware that some places entered in the South Australian Heritage Register under the *South Australian Heritage Act 1978* are unlikely to meet the criteria of the current *Heritage Places Act 1993* and should more properly be judged of local heritage significance. (Such places may have been entered in the Register as there was no provision, prior to the *Development Act 1993*, for adequately protecting Local Heritage Places). The outcome of this process will be the retention in the Register of places which meet the criteria and the removal of places which are assessed as having local rather than State heritage significance. While this is not a legal requirement, it will ensure that all places in the Register have been assessed on an equal basis and can more truly be said to be of State heritage significance.

Currently there are **81** places, built in the period 1928-1945, entered in the South Australian Heritage Register as per the attached table, of which **60** places were entered in the Register prior to January 1994, when the *Heritage Act 1993* was proclaimed. The Consultant will re-assess the **60** places entered in the Register prior to January 1994, using the criteria in the *Heritage Places Act 1993*.

NOTE: Places recommended for removal from entry in the South Australian Heritage Register will be presented to local Councils for consideration in future Heritage PARs or reviews before a recommendation for removal from the Register is presented to the South Australian Heritage Council.

3.4 Recommendations : Places or Objects for entry in the South Australian Heritage Register

Make recommendations for the entry of places or objects in the South Australian Heritage Register, which should reflect the Overview History.

Under the *Heritage Places Act 1993* a place is deemed eligible for entry in the South Australian Heritage Register if it meets one or more of the criteria contained in Section 16(1) of that Act.

In the case of an object it is of heritage significance if it is an archaeological artefact, a geological, palaeontological or speleological specimen that satisfies one or more of the criteria under Section 16(1) of the Act or it is an object that is **intrinsically related** to the heritage significance of a State Heritage Place or State Heritage Area. As the amendments to the *Heritage Act 1993* providing power to list objects 'intrinsically related to the heritage significance of a State Heritage Place or a State Heritage Area' only came into force on 17 November 2005 and the South Australian Heritage Council was only appointed one week later, the Heritage Branch has yet to develop guidelines

for making such judgements. Indeed, it may take some months to develop them, as the new Heritage Council is not expected to meet until February 2006 and will have a lot of issues to deal with. Hence it is intended that some interim guidelines will be developed by the time this consultancy is awarded to serve until such time as the Heritage Council has been able to consider the matter. However, it is important to note at this point that making recommendations for listing objects is not seen as a major role of the survey. The principal focus, as in previous surveys, remains on identifying places.

The rationale for amending the Act was to address two matters in particular:

- to have a way of listing and protecting items of major significance removed from their original location (eg the chandelier from Martindale Hall that now hangs in Ayers House; Frenchman's Rock, which was removed from its original location and replaced with a replica in 1917-18 and is now housed in the Penneshaw Information Centre); and

- to address the long-standing problem of some objects worthy of listing as part of a place not being able to be listed because the original 1993 Act was limited to listing 'fixtures' rather than movable objects, with the former having some fuzziness of interpretation at law.

Nevertheless, the amendments were drafted to provide broad powers, and their application will evolve over time. The experience of the successful tenderers in considering the potential objects this survey brings to light will naturally help to shape the Branch's and the Heritage Council's thinking as to what objects 'intrinsically related to the heritage significance of a State Heritage Place or a State Heritage Area' it is appropriate to enter in the Register. Under Section 14(7) of the Act, a State Heritage Place may be designated as a place of archaeological, geological, palaeontological and speleological significance. The Heritage Assessment Report should indicate whether or not such places should be so designated.

Places of a type which are commonplace or frequently encountered will not be entered in the Register unless there is some aspect of the place which is of particular heritage significance. Criteria and guidelines for the entry of places or objects in the Register are attached. It is essential that a clear Statement of Heritage Significance be given for each recommendation and be argued against the relevant criteria.

NOTE: That citing multiple criteria does not necessarily add weight to an argument. Only the criteria that a place clearly meets should be used.

The documentation supporting these recommendations should use the pro forma Heritage Assessment Reports, designed by the Heritage Branch. The *Statement of Heritage Significance* and the *Assessment of Heritage Significance* need to provide sufficient evidence to support the recommendation. A hard copy of the pro forma Heritage Assessment Report for proposed State Heritage places is attached. It provides full information for the site record, including land description and details of the owner. This pro forma will also be made available to the Consultant in digital form.

The use of the pro forma design will enable recommendations to be presented directly to the South Australian Heritage Council and will facilitate the clerical processes for entry of those places or objects in the Register.

3.5 Recommendations : State Heritage Areas

Make recommendations for the declaration of State Heritage Areas.

The significance of a State Heritage Area should rest on qualities which are exceptional, not commonplace, and it should constitute a continuous and unified area comprised for the most part of significant fabric, and relatively free from unsympathetic intrusions. Individual places of particular heritage significance (State and existing local) within the Area should be identified and described. The boundary of a State Heritage Area should be clearly defined, simple in outline and follow cadastral boundaries where possible. It should take in the continuously significant area without the addition of a buffer zone.

4. PUBLIC CONSULTATION:

Given that the *Twentieth Century Heritage Survey – Stage 2 (1928-1945)* is a State-wide survey, community meetings will not be an efficient way of soliciting public nominations.

A strategy for a State-wide publicity/public consultation program will be an important component of the project and the Consultant should provide a detailed explanation of the proposed strategy adopted.

5. PRESENTATION:

The Consultant will first submit a draft report of the *Twentieth Century Heritage Survey – Stage 2 (1928-1945)* to the Heritage Branch for discussion and amendment, at a time agreed in the survey timetable.

The Consultant is to present to the Heritage Branch the master copy of the final report of the *Twentieth Century Heritage Survey – Stage 2 (1928-1945)* in a digital format which can be readily used by the Heritage Branch (Microsoft Word is preferred).

The final report of the *Twentieth Century Heritage Survey – Stage 2 (1928-1945)* is to contain:

(a) **an overview of the history of the 1928-1945 period, providing a context for the recommendations of the final report;**

(b) **recommendations of places or objects for entry in the South Australian Heritage Register using the pro forma Heritage Assessment Reports with accompanying site records, site plans and digital colour photographs illustrating the context and significant features of the places or objects proposed for the Register;**

(c)   **recommendations for the removal of places or objects from the South Australian Australian Heritage Register using the pro forma Heritage Assessment Reports with accompanying site records, site plans and digital colour photographs;**

(d)   **recommendations for State Heritage Areas in the form of assessment reports with descriptions of their significant characteristics, including lists of significant heritage places, photographs and a boundary plan;**

(e)   **a succinct inventory setting out all the places and objects identified, assessed and recommended in (b) & (d) above, as well as those existing State Heritage Places rejected as not being of State heritage significance;**

(f)   **maps showing the location of all the places, objects and areas in (b) & (d) above;**

(g)   **a bibliography of documentary and other sources consulted during the historical research for the overview history and during the assessment of individual places, objects and areas; and**

(h)   **an index to the Heritage Assessment Reports, by page number. The order of this index should be alphabetical by Town and Street Name/Number, if applicable.**

The report will conform to the conventions of the *Style Manual* (John Wiley & Sons, Australia), Sixth Edition, 2002 - formerly published by the Australian Government Printing Service. The Consultant will also lodge all marked maps and original photographic material, including digital images, with the Heritage Branch at the completion of the survey.

The Consultant should retain all research notes, diaries, field sketches and other material related to the heritage survey or lodge them with the State Library of South Australia at the completion of the survey.

6.   TIMETABLE:

The survey will commence in **May 2006**.
The survey will be completed in **November 2007**.

The Consultant will at the commencement of the heritage survey prepare a timetable for the stages of the survey, to be agreed to by the Heritage Branch, and will reach agreement with the Heritage Branch on any proposed changes to that timetable.

7.   LIAISON:

The Consultant will maintain regular contact with the Heritage Branch at all stages of the survey. The Heritage Branch will provide letters of introduction and other reasonable assistance to the Consultant as required. A letter of introduction as well as a sample letter to property owners of proposed recommendations are attached.

8.   PAYMENT OF CONSULTANT'S FEE:

The Consultant's fee will be paid in stages to be agreed at the commencement of the heritage survey.
A final payment, comprising 20% of the total fee, will be made on the completion of the final report to the satisfaction of the Heritage Branch.

9.   CONTRACT:

The heritage survey will be carried out under a standard contract between the Department for Environment and Heritage and the Consultant and according to this Project Brief, which will form the basis of the contract.

Any amendment to this Project Brief will be done only with written agreement of the Consultant and the Heritage Branch.