



Site Specific Guidelines

CORNELIAN BAY BOATSHEDS AND SLIPWAY

From time to time the Tasmanian Heritage Council recognises the need to produce Site Specific Guidelines, to be read in conjunction with the over-arching *Works Guidelines For Historic Heritage Places* (November 2015). These resources may be accessed on the Heritage Tasmania website, or alternatively print copies can be provided on request.

The Cornelian Bay boatsheds and slipway, dating from the early 20th century, make an important contribution to the rich heritage values of Cornelian Bay. These simple and utilitarian boatsheds, for the storage and maintenance of boats, are a tangible reminder of long-established boating and leisure pursuits on the River Derwent.

Listed in the Tasmanian Heritage Register since 1999, these significant structures are protected to ensure that current and future generations can continue to use, enjoy and appreciate them.

These *Site Specific Guidelines* have been developed to reflect the importance of the Cornelian Bay boatsheds and slipway, and aim to:

- guide efforts to conserve and enhance the heritage values of this place; and
- give individual licence holders an understanding of how best to conserve and enhance the values of their boatshed.

HISTORY

Boatsheds were built at Cornelian Bay from the 1890s until the mid-20th century, with a group of about 30 in place by the late 1920s. In 2019 there are 33 boatsheds in this group on the southern foreshore of the bay.

A timber hall building was constructed at the group's western end in 1936. Following this hall's relocation to Lenah Valley in 1948, its sub-floor timber piling remained in place at Cornelian Bay and is thought to have been repurposed when Boatshed No. 36 was built on the same location in the c.1950-60s.

Public baths were built at Cornelian Bay in the late 19th century, and were considerably expanded in 1925. Located at the eastern end of the group of boatsheds, the baths complex included a jetty, changing rooms, caretaker's residence, and diving platform. In c.1927 a slipway was installed to the east of the baths for launching and landing boats. Ownership of the baths was transferred from Hobart City Council to the Cornelian Bay Aquatic Club in 1978, with the slipway included as part of the Club licence. In December 2009 the baths complex and caretaker's residence were destroyed in a fire. Only a few of its broken timber piles now remain visible in the bay.



STRUCTURE AND CHARACTER

The 1913 Marine Board of Hobart 'Regulation Type of Boat Shed' drawing (see below) shows that the dimensions for the original boatshed model were around 10 x 12 feet (3.05m x 3.66m). The structure was intended to be of timber construction, to have a shallow-pitched gable roof clad in corrugated galvanised iron, with exposed rafter ends, a timber finial and bargeboard, and a traditional decorative treatment to the gable ends.

While the boatsheds were intended to be simple and utilitarian, licence holders interpreted the regulation form with many minor variations. For example, boatsheds were often personalised with bright paint and ornamentation.

The variety and idiosyncrasies of the individual boatsheds reflect their recreational use and also demonstrate the range of licence holders' personal tastes, preferences, and creative flair. These attributes help to reinforce the distinctive character of the boatsheds, and their community role in supporting leisure and marine activities in Cornelian Bay.

This history has resulted in the boatsheds retaining a unified architectural character derived from the basic form of the 1913 regulation drawing, together with the range of colour and detail that is reflective of the years of individual custody of each shed. However the boatsheds also have a history of additions

and alterations, often carried out without the necessary approvals. In some cases, these changes have had a negative impact on the heritage significance of an individual boatshed, and of the group as a whole.

Preserving the structure and character

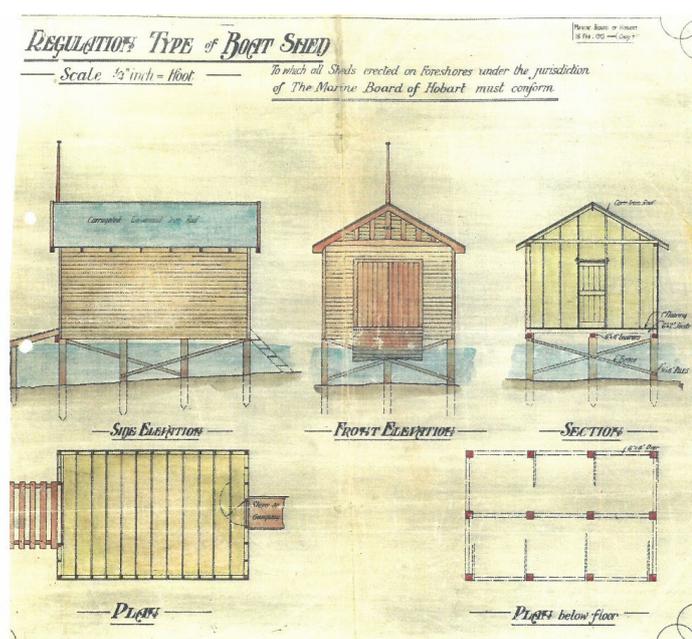
To preserve the significant heritage characteristics of the boatshed group and to prevent further adverse impacts, future works must not be undertaken without:

- consent to lodge an application granted by the lease authority – currently this is the Property Services agency of the Parks and Wildlife Service, Tasmania; and
- approvals from the City of Hobart; and
- the consent of the Tasmanian Heritage Council (see the 'Works Approval Process' box on page 5).

Furthermore, in the event that any shed is destroyed and needs to be rebuilt, the new work will be required to perpetuate the significant character of the boatsheds.

Rather than relying on precedents set by existing additions and alterations, this *Site Specific Guidelines* document will be used in assessing whether proposed building works are consistent with the character of this place.

Photographs taken in 1999 at the time of the boatsheds' addition to the Tasmanian Heritage Register will be also used as a benchmark when assessing any proposals for construction works or development.



1913 Marine Board of Hobart 'Regulation Type of Boat Shed'. Source: TAHO, AE865/1/125)

PLANNING FOR WORKS APPROVAL

Most external and internal changes to boatsheds will require the approval of the Tasmanian Heritage Council (refer to the ‘Works Approval Process’ box on page 5).

Licence-holders who are planning works at any of the Cornelian Bay boatsheds should discuss their ideas during initial design stages with Heritage Tasmania’s Advisory Team and, once agreed to in principle, to then put forward detailed proposals which will:

- do as much as necessary but as little as possible; and
- be sympathetic to the boatshed’s historic character; and
- be sympathetic to both the setting of the individual boatshed and to the broader setting of the boatsheds’ precinct; and
- ideally, conserve the historic form of the boatshed or alter the boatshed in order to return it closer to its early form and use.

1. Maintenance: Before carrying out any form of maintenance, licence holders should seek advice from Heritage Tasmania’s Advisory Team as to whether Heritage Council approval will be required. Maintenance proposals which involve like-for-like repair work may be issued with a no-cost Certificate of Exemption.

2. Extensions and alterations: Changing a boatshed to a larger-scaled or more complex structure, or extending it substantially beyond its original foot-print, diminishes both the historic character of individual boatsheds and the broader character of the precinct. In order to be supported, the design for extensions facing the bay should be sympathetic to the existing roof line and pitch, and should also

retain a distinction between new and old, so the historic character and evolution of the boatshed can be readily understood. Side extensions, side wind breaks, upper storeys, and dormers or other loft structures are all inconsistent with the heritage values of this place and are unlikely to be approved. Alterations to change the early open character of boatshed interiors are discouraged.

3. Piling: Because the boatsheds’ traditional sub-floor piling was usually of timber, this material is preferred for replacement. Heritage Tasmania recognises that other methods provide increased strength and durability (for instance, bases of concrete-filled plastic forms with inset timber posts). It is important that, as far as possible, any such alternative method maintains the traditional character of the pilings. New bases should be as minimal as possible and designed so the bases are below the water’s surface at all but the lowest tides.



4. Decks and jetties: Decks and jetties facing the bay should be consistent with a shed’s original scale, form and materials. New decks at the boatsheds’ land-facing end are more reminiscent of a shack aesthetic rather than Cornelian Bay’s simple boatshed aesthetic, and if proposed are unlikely to be approved.



This 1938 photo of the boatsheds shows very uniform bay-facing extents, elevations and jetties in comparison to their configurations in 2020. Source: Maritime Museum of Tasmania

5. Verandahs: Verandahs facing the bay that are small in scale and sympathetic in design may be permitted. Roofs incorporating tarpaulins, shade-cloth or polycarbonate sheeting are discouraged because they introduce materials that detract from the historic character of this place. Proposed new verandahs at the boatsheds' land-facing ends are unlikely to be approved.

6. Ramps: A walkway or ramp linking the shoreline pedestrian path with a boatshed's land-facing side should be of a simple gangway design, in a traditional material such as timber.

7. Balustrades: These should be constructed only of smooth finished timber (not 'fineline' pine), with posts and rails of appropriate sizes and profiles. When proposed along the side of a gangway between the pedestrian path and a boatshed's land-facing side, a balustrade should be of a simple design and form. Balustrades with decorative infill, or of over-sized posts or rails, are inconsistent with the character of the original simple sheds and are unlikely to be approved.



8. Porches and awnings: Other than small awnings over entry doors, porch roofs on the boatsheds' land-facing walls were not originally incorporated. Proposed new awnings should be simple, utilitarian and plain. Ornate or highly-decorative awnings are unlikely to be approved.

9. Doors: Entrance doors within boatsheds' land-facing walls should be timber and of simple design, without glazing or inset panels.

10. External wall cladding: Historically, the predominant cladding for the boatsheds was painted, smooth-sawn timber weatherboards, typically of a bull-nosed profile. Other materials such as vertical, rough-sawn or unpainted timber boards are generally inconsistent with the boatsheds' historic character. However, these other types of timber cladding may be appropriate for certain sheds, where these

types of cladding were used originally, and may also be considered for the elevations facing the bay. Corrugated metal wall cladding or fibre cement sheeting are unlikely to be approved.

11. Windows: Originally planned to be simple and secure storage places, the regulation design for the boatsheds did not include windows, with natural lighting provided only through doorways. However many boatsheds have evolved to include small windows to the side elevations.

New or replacement windows to the side elevations should be:

- timber framed and of square or rectangular form, rather than circular; and
- of a simple design and suitably small-scaled to be compatible with the traditional character and form of the boatsheds.

For the elevations facing the bay, it may be appropriate for new or replacement windows to be of a more modern form and design.

12. Roofs: Many of the boatsheds retain their original corrugated metal roofs. Galvanised corrugated roof-sheeting of a traditional profile is generally preferred for replacement work. Proposals which incorporate skylights or translucent roof sections may not be supported.



13. Guttering: Although the boatsheds originally had no rainwater goods, the addition of gutters may be acceptable. Traditional metal quad, ogee or half-round gutter profiles are recommended. If they are required, downpipes should be metal and of a circular profile with a maximum diameter of 75mm.

14. Chimneys: Simple ventilators and metal flue chimneys, which extend a short distance above a boatshed's roof may be acceptable.

15. Flagpoles and finials: The reinstatement of timber flagpoles or finial elements, as depicted in the 1913 Marine Board of Hobart 'Regulation Type of Boat Shed' drawing, is encouraged.

16. Satellite dishes and other external services: Visible installations of satellite dishes, heat-pump condenser units and water tanks are not consistent with the boatshed precinct's heritage values and are unlikely to be approved. The installation of solar panels may be acceptable, where it can be demonstrated that, due to their size and location, the panels will not be visually intrusive from public vantage points. New or replacement elements such as meter boxes must be as small and inconspicuous as possible.



17. Exterior colours: The ongoing use of strong colours without uniformity is encouraged. All external wall surfaces should be painted, although other options may be approved for the elevations facing the bay.

18. Ornamentation: Ornamental and personal touches are encouraged, where these will reinforce the character and individuality of boatsheds. Ornamentation should be:

- visually subservient to the boatshed's architectural form;
- sympathetic to the boatshed's traditional presentation and characteristics; and
- easily removable in the future.



WORKS APPROVAL PROCESS

Under Part 6 of the *Historic Cultural Heritage Act 1995*, approval from the Tasmanian Heritage Council is required for any works to a place entered on the Tasmanian Heritage Register. Approval may be in the form of a certificate of exemption or a discretionary permit.

Where your proposed works are minor and won't affect the significance of the place, the Heritage Council may grant approval in the form of a certificate of exemption. Please contact Heritage Tasmania to discuss your proposal before lodging an application.

How long before I receive a decision?

A request for a Certificate of Exemption is usually processed within 7 days of receipt. Discretionary permit applications generally take up to 42 days from the date they are lodged with the local council.

If you do not provide adequate information with your application, it may take longer. Please contact Heritage Tasmania or visit our website to check the information you will need to include with your application.

Are there any penalties for not abiding by the Act?

Yes. However the Heritage Council tries to work proactively with owners to resolve issues through discussion and mediation, rather than by conflict, objection and using penalties.

Other approvals: You will need to have consent from the Property Services agency of the Parks and Wildlife Service, Tasmania before submitting your application.

For further information contact

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