



SUBMISSION FORM

# South Australian Heritage Council

Submission on whether the entry of **Shed 26, Semaphore Road, New Port** should be confirmed in the South Australian Heritage Register

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The South Australian Heritage Council can only take into account heritage significance of a place as defined by the *Heritage Places Act 1993* (Act) when considering places for entry on the South Australian Heritage Register. Using the table below, please provide evidence or information to explain why you believe the place does or does not meet the criteria under the Act.

## Criteria

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Criteria under the <i>Heritage Places Act 1993</i> , section 16(1)	Provide evidence or other information why you believe criteria applies or does not apply to this place
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(a) it demonstrates important aspects of the evolution or pattern of the State's history

The Glanville Dockyard, within which Shed 26 was constructed, was a successor to the modest dockyard established to its west in the 1850s, on the south bank of Hawker's Creek (since reclaimed).

By the 1850s the Government Dockyards were already "in full swing" (Parsons 158). A report in *The Register* of 1863 commented on the continual and much unabated activity at the Government Dockyards (*Register* 31 March 1863: 2g). Between 1878 and 1880 the *Register* again noted a "considerable increase" in the expansion of the Yards (*Register* 1880). Heavy investment accelerated in machinery and workshops from 1881 (*Register* 1881: 7b).

By 1898, 300 men were employed at the dockyard with more expansion to follow in 1905. In 1914-18 the Dockyard was relocated to the area within which Shed 26 now stands. In 1949 the SA Harbors Board's Greater Port Adelaide Plan masterplan came to fruition. This heralded a complete revamping of the Glanville Dockyard. Work commenced in 1956 on workshops, including the 'main workshops' (Shed 26). This period of modernization that affected many aspects of the Port's harbour facilities was very important.

The revamped Dockyard was involved in maintenance provisioning on an ever-increasing scale. However, by 1986 with its best days behind it there were 236 employees at the Glanville Dockyard and it closed about 1988.



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	<p>The Dockyard is of State heritage significance because of its substantial role in the maritime and industrial history of the State of South Australia from the very early years.</p> <p>Shed 26 is a product of the era of industrial modernization and is an essential vestige of Port Adelaide's maritime and industrial history.</p> <p>It should be as highly regarded as Fletcher's Slip Precinct, first used for slipping vessels in 1851, which sits alongside it as the first and most prominent slipway from the early years of European settlement.</p> <p>Shed 26 is now the last remaining building of what was a large-scale industrial complex within the inner harbour of Port Adelaide. It remains as a tangible reminder of the Dockyard's significant role in the development of South Australia for over 130 years.</p>
(b) it has rare, uncommon or endangered qualities that are of cultural significance	
(c) it may yield information that will contribute to an understanding of the State's history, including its natural history	



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<p>(d) it is an outstanding representative of a particular class of places of cultural significance</p>	
<p>(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics</p>	
<p>(f) it has strong cultural or spiritual associations for the community or a group within it</p>	<p>Since 2002 a number of committees and steering groups drawn from the local Port Adelaide community have given countless hours of voluntary labour for the purpose of gaining a commitment from relevant SA Government bodies to retain essential aspects of the heritage of Port Adelaide. A brief sketch of this commitment below shows how community involvement manifested as a response to the Port Masterplan in the same year and in later years as a result of the decision by Land Management Corporation (LMC) to hand over parcels of the Inner Harbour Development Area to selected developers. LMC were to present this land as cleared of any vestiges of the Port's previous history, in the words of one developer likening it to a 'tabula rasa' project: "It's like a Bromley where you've got a clean canvas and you can paint what you want." (the power pack, volume 1, Sunday Mail, September 2004, p.5).</p>



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Many in the community were alarmed by the prospect of this proposed 'tabula rasa' approach and the looming wholesale destruction of Port Adelaide's industrial present and past. As a result an application to establish a Port of Adelaide Branch of the National Trust (PoANT) was lodged with the National Trust of South Australia and accepted shortly after in 2006. A 15 member committee was formed out of a broad cross section of the Port Adelaide/Semaphore community with around 120 members. The speed of this formation indicates the high level of community concern about the proposed developments.

One of PoANT's first concerns was to save the boat sheds in Jenkins Street and the livelihoods of those who worked within them from the looming demolition. Numerous sub-committees of PoANT were formed that reported to the main committee on special areas of interest e.g. Maritime heritage, Industrial heritage and the heritage of other built forms to name a few. Everyone was committed and energised to fight for the remnants of the heritage of Port Adelaide's inner harbour.

Other volunteers both within and outside of PoANT arranged for guest speakers and experts (both local and interstate) to speak about the proposed Port developments and to conduct forums in efforts directed at altering the course of the proposed developments. Others formed a part of Government steering committees and advisory groups, all in the hope of gaining recognition for the valuable heritage of Port Adelaide.





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The astounding speed with which the Port Adelaide National Trust membership grew and the extraordinary number of voluntary hours that people willingly gave, indicates something of the depth of feeling that the Port community held at the time and which is no less evident today.

Other efforts within the community were beginning to emerge from 2007 and included the PoANT initiated Cultural Mapping Study of the inner Port development area. The Cultural Mapping Study eventually extended over 3 volumes with numerous collected historical items now being housed in one of the Wharf Sheds at Dock 2. The study reinforced the community's strong belief in the maritime history of the area and that it should be celebrated as an integral part of the Port's cultural heritage.

As we now know the Boat Sheds in Jenkins Street were demolished as soon as the completion of Stage 1 of this Cultural Mapping Report was completed in 2009. The cultural mapping survey comprised heritage architects, social historians and maritime archaeologists. The focus of this report was on the Jenkins Street boatyards and the Fletcher's Slip area, in the main.

Among its many findings, Volume 1 & 2 of the cultural mapping survey identified the Central Slip as a good example of a boatshed in the inner harbour of Port Adelaide and as having unique features. In Volume 2 it was noted that 'the possibility exists that the structure was moved from the former site occupied by the Jenkins Slip'. The building was also regarded 'as



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arguably the most expressive of its former use'. It was in all likelihood the oldest of the Jenkins Street boatyard structures. Under the guidance of heritage consultants the shed was carefully dismantled in its entirety and is kept in safe storage for future relocation (accessed <http://www.lmc.sa.gov.au/theport/home/inner.asp?pageid+12&mainid=6subid=11>, 4/12/2008).

In 2012 the LMC was dissolved and replaced by the Port Renewal Project which has, from its outset, promised better community consultation practices than that adopted by its predecessor, the LMC.

Port Renewal commissioned a Precinct Plan in 2014 that laid down a number of precepts which appeared to listen to community concerns. In the Precinct Plan the retention of Shed 26 appears as an integral part of their new community-oriented approach. However, the fact that the Quest building, now situated next to the Birkenhead Bridge, was approved for development just prior to the Precinct Plan being gazetted was not well received by many in the community and heralded as an inauspicious beginning by Renewal SA.

For the last 6 years the community have waited respectfully and in good faith for Port Renewal to honour its commitment to the community on the issue of Shed 26. PoANT has had on-going consultations with Renewal SA over that time frame. They have



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also had numerous consultations with leading heritage architect Professor Robert Morris-Nunn over the future of Shed 26. Morris-Nunn has also acted as a consultant for the Port Adelaide Enfield Council and Renewal SA.

Professor Morris-Nunn stated in 2016 that

"Of all the buildings that he saw, Shed 26, the Sawtooth Building, was the one that screams for concerted action ... [precisely because] ... it is one of the last remaining buildings which illustrates the industrial heritage of the area"

**Furthermore, he added**

"The old shell [of Shed 26] has a considerable value, both economically and culturally. If it can be demonstrated that new activities can be inserted inside it, then it will come to pass that the conversion will happen, and those new uses will breathe life into the precinct and then the 'renaissance' of the surrounding precinct / neighbourhood will begin" (Morris-Nunn 2016).

As the above relatively brief trajectory of the Port Adelaide development shows, the strong sense of community in Port Adelaide and Semaphore points to a range of shared social values through which people associate meaning with place, and through which the building blocks of maintaining a sense of place are constituted.

It is well known that meaningful environments are those associated with the social significance that communities associate with place. The strength of this attachment to place is a reflection of an inclusive heritage practice, in which a common





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view of history and heritage is understood across a broader population.

There are strong historical and industrial connections that have existed throughout the European occupation of South Australia in this section of the Port River most notably, between the Fletcher's Slip Precinct and the Glanville Dockyard Precinct. It is this sense of industrial connectivity that is central to the true and deep-rooted heritage value of the Port. The retention of Shed 26 adequately reflects the aspirations of the Port Adelaide Precinct Plan 2014 whose charter indicates the essential requirement for 'strong connectivity and integration with designated precincts' (2014: 1.1).

Taking a view of heritage that does not overlook or undervalue the type of places that a community holds as significant maintains a sense of shared common identity, shared purpose and meaning. These shared values are vital to the health and well-being of a community.

In this light it is appropriate to recall an interview conducted by Shed26.org with the aptly named Bob Heritage, who refers to the people who came out here in the early days and used picks and shovels to build the wharf areas and docks. He observes that "you have to respect that". He continues in similar vein to highlight how 'things like that are easily forgotten' unless tangible evidence remains, because in these heritage forms is held the things which entrance us about a place. It is why people, both local and visiting, frequently come here or live here and through them enjoy our surroundings, deepening our sense of



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place, even finding peace of mind. Bob Heritage worked as an apprentice in Shed 26 between 1960 and 1965.

Retention and adaptive reuse of Shed 26 has the backing of the Port Adelaide Enfield Council and the South Australian Maritime Museum. Shed 26 has also become a rallying point for spontaneous events such as long table dinners, petanque gatherings and morning brunches.

The Glanville Dockyards, and in particular Shed 26, is one of the few remaining remnants of the shipping-related repair and maintenance activities that were long-standing features of Port Adelaide's Inner Harbour and of the work practices carried out there and nearby. It represents a key part of the South Australian Harbors Board's work and it is believed to be the last significant remnant of the Port's industrial heritage from the 1950s. It maintains a strong association spiritually within the local community.

The view across the Port River towards Harts Mill from Shed 26, or the view from Hart's Mill towards Shed 26, makes a strong, historical and visual connection between buildings that provide a clear statement that there is an older history in the Port than the modern dwellings planned to surround them will indicate. There is no substitute for having the actual building in place as without it there is a difficulty in imagining the industrial effort and scale of operations that were once commonplace. The South Australian Harbors Board was a huge part of the story of Port Adelaide and of this state, as were its predecessor the Marine Board of SA and its successor the Department of Marine & Harbors.



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	<p>The retention of Shed 26 stands as a testament to the proud community that Port Adelaide has been and continues to be. It stands as a place of activity vital to the maintenance and servicing of the State's ports and harbours and as recognition of the working class history of Port Adelaide. Port Adelaide is the working class heart of Adelaide.</p> <p>The proposed removal of the Shed 26 building would mean that the Inner Harbour will have forever lost the last significant structure of this type along the Port River. As a result the heritage value, visual landscape and amenity of the locality would be irreparably diminished. Shed 26 should remain as an essential part of the cultural fabric of Port Adelaide and a contributor to its economic future.</p>
<p>(g) it has a special association with the life or work of a person or organisation or an event of historical importance</p>	<p>Management of harbours and associated services for shipping was a major role of government for much of the Colony and State's history. The Marine Board of SA (1860-1922) and its successors the SA Harbors Board (1914-66) and the Department of Marine and Harbors (1966-93) played key roles and the Dockyard was a vital element of their work. The scope of its activities was captured in a newspaper report of 1923: 'Many improvements have been effected at the dockyards during the last few years. The repairs to the whole of the State's harbors and rivers plant are dealt with at Glanville - even the making of trucks for the numerous wharves and jetties scattered along our coast. Tugboats, motor launches, dredgers, barges, and craft of smaller dimensions all receive attention at these works, in addition to many other appurtenances.' [News 13 August].</p> <p>Shed 26 was built in the mid-1950s as the new 'main workshops' for the Dockyard in accord with the proposals of the SA Harbors</p>



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Board's Greater Port Adelaide Plan of 1949-50. It was designed to house fitting and machine shops, boiler and blacksmithing shops and electrical motor and plumbing shops. It is now the last surviving building of the former Government Dockyard function that was once so important for the maintenance and servicing of the State's ports and harbours. As such it has a special association with two organisations of historical importance, the SA Harbors Board and its successor, the Department of Marine and Harbors.



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### Declaration

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The South Australian Heritage Council is committed to transparency in relation to the listing process and wishes to enhance public confidence in the nomination, listing and decision-making process. The Council's policy is to make nominations for State heritage listing and submissions on provisional entries publicly available via webpage or to interested parties. The Council will adhere to the Privacy Principles and your name and personal details will not be released.

I *[please hand write your name here]* wish to make a written representation regarding the provisional entry of **Shed 26, Semaphore Road, New Port**. The information I have provided is correct to my knowledge.

- I **support** the confirmation of this provisional entry  
 I **do not support** the confirmation of this provisional entry

I do / I do not *[please circle your choice & cross out other]* wish to appear personally before the Council to make oral representations.

Signature: *[please sign here]*

Date: *[please add today's date]*

Please attach any relevant documents.

A heritage officer may contact you to discuss this submission.

This form must be received by 5pm on **12 March 2019**.

Please return the completed form to:

**Executive Officer**  
**South Australian Heritage Council**  
**GPO Box 1047**  
**ADELAIDE SA 5001**

Email: [DEWHeritage@sa.gov.au](mailto:DEWHeritage@sa.gov.au)





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