



# 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

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.

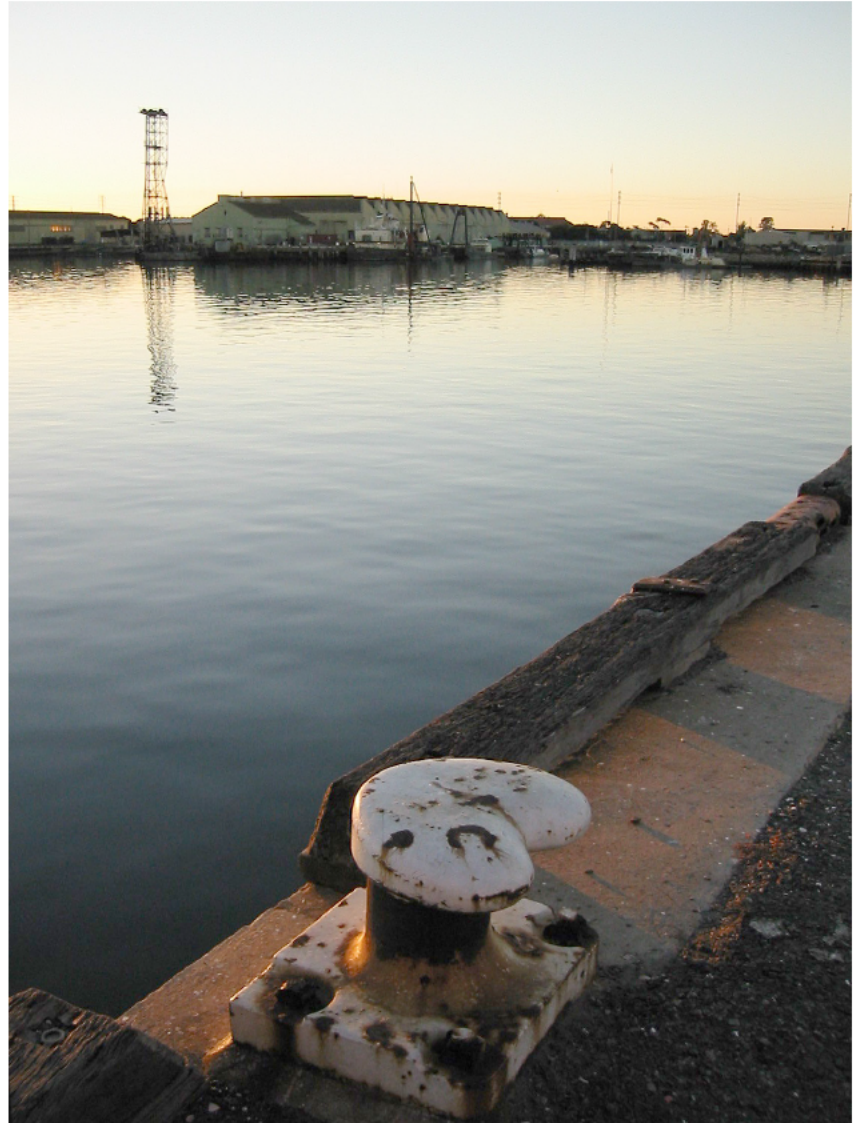
## Criteria

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
(a) it demonstrates important aspects of the evolution or pattern of the State's history	For a period of half a century, from the time that the first settlers arrived in the colony of South Australia in 1836, the Port was Adelaide's only link to the outside world and to SA's coastal and river communities. At an international trade level, ships loaded in the Port would transport copper, flour and wool to the rest of the world and bring back goods including pine from the Baltics (your floorboards), essential supplies and shiploads of immigrants. On a local basis, coastal traders would supply the local coastal and river communities and bring back the produce from the agricultural lands. It wasn't until the first interstate rail was established between South Australia and Victoria in the late 1880's that the heavy reliance on the Port for connection to the rest of the world and the rest of Australia was alleviated. Up until then, the majority of trade, materials and people that came into and went out of the state, went through the Port.



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The Dockyard was established about twenty years into this period adjacent to Hawkers Creek. Shed 26 is now the last remaining vestige of this Dockyard.



The function of the Dockyard was to build and maintain the growing harbour, coastal and river infrastructure that was essential for the existence of South Australia and that of all the coastal trading hubs around the state. Whether it was the pilings that lined the Port River, the dredges that kept the rivers



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navigable, the floating cranes that maintained the wharves and offloaded the goods, the construction of small vessels, the maintenance of an extensive fleet of harbour craft or the building and maintaining of a myriad of unique heritage-listed wooden jetties that made coastal and river towns and shallow suburban beaches accessible to trade, the Dockyard was essential for keeping the system going.



Kowarra on the slip adjacent to Shed 26 (left), Hart's Mill in the background

The Dockyard was also responsible for producing the Troubridge Ramp (situated across the river and adjacent to Hart's Mill) and her sister roll-on roll-off ramp at Kingscote on Kangaroo Island, for many years providing and maintaining the infrastructure that was a vital link between the mainland and the island.

Shed 26 was built in the 50's as a major component of a modernisation project that had origins in a publication produced by the South Australian Harbors Board entitled "Planning for the Immediate Future Development of Port Adelaide, A.D.1950" In the publication it states that the Board was concerned that "*The volume of work accruing in all these fields is now much in excess of the capacity of the Dockyard as it stands at present*".



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It went on to state that;

*"The objective of the Government and the Harbors Board is to develop this harbour to meet modern requirements and in keeping with the spirit of Light's vision on the occasion of his first passage up the inlet;*

*'I preceded both ships (Rapid and Tam O'Shanty) in my hatch-boat. It was really beautiful to look back and see two British ships for the first time sailing up between mangroves in fine smooth water in a creek that had never before borne the construction of a marine architect, and which at some future period might be the channel of import and export of a great commercial capital'*  
". Colonel Light, 1836.

How right he was.

In 1950, the Board, under the leadership of the Hon M. McIntosh, the then Minister of Marine, realised that something needed to be done to expand and modernise the Port. Representatives of the Board had researched and travelled extensively overseas to learn from other major Ports and devise an extensive plan that provided "a clearly defined program of works" and reflected the fact that the Board was "keenly aware of the expansion of trade and the necessary expansion of the capacity of our Ports". At the time the Port was the third largest port in Australia in terms of shipping and had "a system of wharves and facilities that is certainly not excelled elsewhere in the Commonwealth". It had a berthing capacity that could accommodate up to 41 vessels and had 30 wharf sheds covering 820,000 square feet of floor space, with a total storage capacity of 75,000 tons. In 1949-50 the tonnage of vessels entering the Port was 6.35 million tons. And the Port was under pressure to expand.

*"The plan is designed to bring accommodation at Port Adelaide up to a level to cope with demands now made and to provide for the enormous expansion that can be expected in the future.*



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*Given authority now, whilst there is physical scope for expansion without unduly disrupting well established interests, we can go ahead from stage to stage as circumstances require and generations yet born can be provided with a well planned heritage"*

One of the key initiatives outlined in the Plan was the;

*"REHABILITATION OF THE DOCKYARD*

*Rated by the board very high in the scale of urgency, is the service department for all of the board's widely extended and rapidly expanding activities. The volume of work accruing in all the various fields that have to be catered for is now much in excess of the present capacity of the Dockyard. It is, therefore, proposed whilst continuing operations in the existing premises to construct new workshops and ancillaries in juxtaposition to the old.*

*In accordance with the plans that have been drawn for this project, the new main workshops situated immediately alongside the western side of Fletcher's Dock would accommodate the principal elements of a modern engineering establishment in the way of fitting and machine shops, boiler and blacksmithing shops, electrical motor and plumbing shops."*

Since it closed in the 1980s the whole Dockyards site has been in Government hands and was locked away from public access. The remainder of the site which didn't include Shed 26, including the Motor Mechanics building, the Shipwrights building and the brick Riggers and Transport offices, was quickly demolished soon after the Newport Quays consortium took possession of the site in early 2004, before anyone could assess any of it's heritage significance, the reason given at the time was that it was to facilitate the removal of contaminated soils.



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The Dockyards with the brick Riggers and Transport offices in the background,  
Aug 2003

From all of this, it can be established that, rather than just being another mundane and ordinary saw tooth wharf shed, Shed 26 is in fact a significant component in the development of a once essential facility that started it's operations back in the 1850's. I believe that it undoubtedly "demonstrates important aspects of the evolution or pattern of the State's history"



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(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	
(d) it is an outstanding representative of a particular class of places of cultural significance	
(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics	



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(f) it has strong cultural or spiritual associations for the community or a group within it

Category (f) relates to the "strong cultural or spiritual associations for the community or a group within it"



Pan of part of Glanville Dockyards, 2003

Back in 2003 Newport Quays development consortium signed a contract with the government to develop the 50 hectares of waterfront land (the equivalent to an area of land bounded by North Terrace, King William Street, Wakefield Street and Pultney Street in the city) in Port Adelaide's Inner Harbor. The Consortium wasted little time removing the Dockyards, quickly demolishing them to (in their words) "make way for immediate redevelopment" of the land on which the Dockyards stood. Shed 26 was kept and now sits as the last reminder of the industrial marine heritage in the Port more than 10 years after the rest of the buildings and structures in the Dockyards were removed.





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The Glanville Dockyards before demolition

The boatyards and sheds on Jenkins Street were also demolished to make way for the development, removing up to five generations of cultural heritage, that could have been imaginatively knitted into any new development, in one hit.



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The Jenkins Street boatyards, 2001

The Laurie Diving Shed (formerly the Royal Yacht Squadron's club rooms), which a friend and I had rented and occupied for small boat building and restoration for the last 5 years of its existence, was the first to be demolished. We were told that the land on which the boatyards stood was needed for immediate redevelopment, again this was more than 10 years ago.



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Interior of the Laurie Diving Shed, a boat I was restoring at the time, 2006

Cedar Woods have told us that there are no immediate plans for the cleared area of their development that sits between Jenkins Street and the water and that it will be developed after they have undertaken 10 years of housing development on other, easier blocks of land in their control.

The wharf sheds that lined the Inner Harbor were ostensibly removed to make way for the opening bridges with wharf sheds #5 and #8 also falling victims to the demolition, even though they were not in the path of the new bridges. I was told by a senior member of the Heritage Branch at the time that Shed #5, on the Southern Side of Dock One, was granted permission to be



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demolished as Shed #1 would still stand in the Inner Harbor as an example of the wharf sheds that once lined the harbour. Wharf Shed #1 has recently been granted official permission to be demolished.



Shed #5, asbestos roof removed, about to be demolished

For more than 15 years the Port Adelaide community has, in one form or another, been involved in genuine consultation with the government to work out the best possible outcomes for the redevelopment of the Inner Harbour. This has included LMC community consultations where a large group of representatives from the community met once a month with government reps to discuss the redevelopment and its progress, later, a Cabinet appointed Steering Committee for the Port's redevelopment was



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established where a selected group of community representatives, from all walks of life and representing a broad spectrum of the community, were consulted on our expectations and our vision. I was honoured to be invited to be on both of these committees as a representative of our community. The results of the consultations initiated public displays and open days, the first in 2012 where 4,500+ members of the community attended and responded to concept plans for the redevelopment of the Port and the second in 2016 where more than 300+ members of the public turned up to again validate the direction the development was taking. The outcomes of the first public open day included 1500+ written comments and the production of the [Port Adelaide Precinct Plan](#). An outcome of the most recent community engagement which allowed our community to assess Cedar Wood's development proposal, the [Port Adelaide Renewal Project - Waterfront Redevelopment Community Engagement Report](#), was that 158 people left comments at an open day about this area of the redevelopment (115 with pinned notes on the day and 43 came in via a website). It's of interest that the equal highest concerns regarding Cedar Wood's redevelopment proposal were Design and Heritage, sharing exactly 50% of the community's concerns about the proposal.

*"25% of comments indicated concern about design elements of the proposal including that buildings of up to 5 storeys were too high; that the design should respond more effectively to the heritage values of its setting; and that the proposal was too 'bold and contemporary'.*

*25% of comments raised heritage issues, including that instead of being knocked down, existing buildings should be retained and*



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re-used." Let's just say that again, "...instead of being knocked down, existing buildings should be retained and re-used.

In all the time that the community has been engaged, the community has maintained that Shed 26, one of the last two wharf sheds left in the Inner Harbour (Shed 1 has now been approved for demolition so that will leave Shed 26 as the last surviving shed) should be retained in one form or another. The shed has so much potential, at one end of the spectrum it could be [creatively adaptively re-used](#), at the other end, the steel frame of the shed could be retained to be incorporated into a development where innovative contemporary architecture could be inserted into the framework, so that a visible reminder of the Port's history can be acknowledged simply through its sculptural form while allowing edgy, contemporary design to come to the fore. Adelaide's multi award winning [Tonsley Park](#) is an obvious local example of this.



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Concept rendering supplied by Cedar Woods in 2016 after they were awarded the contract

Up until a December last year, our community had understood that the developers were producing concepts that respected and were well on the way to meeting the community's expectations. [Concept renderings had been published in July 2016](#) With so many examples in Australia of how Adaptive Reuse has invigorated waterfront communities, it felt like a given that this would be the outcome that everyone was aiming for. But no. On Friday the 23rd of November 2018, the chosen developer, Cedar Woods, came out [in the media](#) to say that Shed 26 was to be demolished, doing anything else was just all too hard. So it appears now that, when the primary school across the road closes for summer recess in mid December, the developers intend to remove the Shed from the fabric of the Port.



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	<p>PLANNED DELIVERY OUTCOMES FROM THE PORT ADELAIDE PRECINCT PLAN INCLUDE:</p> <p><i>"Respect our heritage by celebrating and restoring historic buildings, ensure a strong connection between the old and the new, retain heritage wharf areas and activate the water for recreation."</i></p> <p>Port Adelaide Precinct Plan - Our Port, January 2014</p> <p>Key themes that have emerged from the various studies and investigations of the Port Adelaide Centre and waterfront precincts over the past decade include:</p> <ul style="list-style-type: none"><li>• <i>the need to ensure that community values and objectives are at the heart of regeneration and that a shared vision for the waterfront has a sense of community ownership;</i></li><li>• <i>renewal should capitalise on the maritime heritage and the uniqueness and character of the Port should be preserved and enhanced;</i></li></ul> <p>Page 4, Port Adelaide Precinct Plan, 2014</p> <p>The PRECINCT PLAN was a direct result of the outcomes from consultations undertaken with the Cabinet appointed Steering Committee. We understand that the PRECINCT PLAN was supplied to the developers.</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>	





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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 [REDACTED] 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 wish** to appear personally before the Council to make oral representations.

Signature:

Date:

Please attach any relevant documents. **(signed and dated Declaration Page attached as pdf)**

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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Signature [redacted]

Date: 11.30 am  
11. MARCH. 2019

Please attach any relevant documents.

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