

SA Heritage Register

Nomination form

South Australian HERITAGE COUNCIL

To help your nomination be successful, please fill out this form with as much information as possible.

Feel free to expand the answer fields as much as you require or append information to the form.

Please note that places which have been nominated during past three years will not be reconsidered by the South Australian Heritage Council unless you can provide significant new information not provided through the previous nomination and assessment.

For assistance with this form you may contact:

Your local historical society or heritage adviser may be of assistance OR you may telephone an assessment officer in Heritage South Australia on (08) 8124 4960.

A. Nominated Place

1. Name	
Name of Place / Object:	Cargo Shed, No. 1 Berth
Any other or former name(s):	Fishermen's Wharf Market Building
Is the place already on another heritage list?	No

2. Location					
Street Address:	North Parade				
	Suburb / Town: Port Adelaide			Post Code: 5015	
Local Council Name:	Port Adelaide Enfield Council				
Land Description: (if known)	Title: CT	Volume: 6162	Folio: 67	Parcel Type:	Parcel No:
	Plan Type:	Plan No: D110276 Lot A202	Section:	Hundred: Port Adelaide	
GPS Location/s: (If known)	Longitude / Easting / X			Latitude / Northing / Y (Datum =)	

3. Ownership	
Name of Owner(s):	
Contact person: (if different from owner explain relationship)	
Postal Address:	
Phone Number:	
Ownership History:	

4. Nominator (your details)	
Your Name/s:	
Organisation/Position:	
Daytime Phones:	
Fax:	

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

Postal Address:	
Email Address:	

SA Heritage Register

Nomination form

**South Australian
HERITAGE COUNCIL**

B. Description

5. Description of nominated place or object The information presented for this section is sourced from the Heritage Assessment Report on Cargo Shed 1 prepared [REDACTED] 2016	
Description of the nominated place or object and its current condition:	<p>[REDACTED]</p> <p>'The Fishermen's Wharf Market Building (formerly known as Cargo Shed No. 1) is a large open plan shed built by the South Australian Harbors Board in 1953 for the purpose of accommodating ship cargo in transit at Port Adelaide. It is a steel-framed, pitched roof structure with a concrete floor that slopes gently up from the waterfront to form a raised platform on the southern (landward) side. The level difference was to facilitate at grade loading from trains and trucks. Over this platform extends an apron of the roof. The shed has timber girts and purlins, a 'Fibrolite' asbestos roof and galvanised iron siding. Along its length runs a continuous louvred roof vent that provides both natural light and ventilation. When completed, Cargo Shed No. 1 was the largest transit shed in Port Adelaide – albeit a short lived title – and it was reported to be one the best of its kind in Australia. The shed originally measured 175 metres long (576feet) by 33.5 metres wide (110 feet) in a clear span. It had a wall height of 5.8 metres (19 feet) and a ridge height of 13.2 metres (43.3 feet). At the Shed's western end was a brick annex with a flat roof, which accommodated offices and amenities.'</p>
Are you aware of any modifications or additions to the place or object? Can you provide dates for these changes?	<p>[REDACTED]</p> <p>'With a later 1980s redevelopment to a museum, the shed's length was shortened at its eastern end by approximately 30metres. The shed was again modified in 1994 for use as a market. This phase saw the amenities block demolished and the installation of internal mezzanines and externally, roofed balconies were added to the east and west sides. Glazed entries were also added to the east, south and north facades.'</p>
Do you believe there may be historical items under the ground? Should an archaeological investigation be considered?	<p>[REDACTED] assessed the site's archeological potential and concluded that:</p> <p>'Archaeological material associated with earlier periods of use may underlie Cargo Shed No.1.and North Parade... Of particular interest are the early channel under Commercial Road and the Government, or Queen's, Stores that were not demolished until 1883. However, modernisation of the wharfs involved demolition of the timber wharfs and large-scale earth movement including excavation followed by fill derived from dredging. This makes it unlikely that much archaeological material survives.'</p>
Date you inspected the place or object:	External inspection on June 19, 2025
Have you had any contact with the Owner?	No
Current use of the place or object:	Cargo Shed, No. 1 Berth (also referred to in this application as No. 1 Shed) was vacated in late 2022, and is currently approved for demolition.
Original or former use(s):	Cargo shed, SA Maritime Museum exhibition space, Market.

SA Heritage Register

Nomination form

South Australian HERITAGE COUNCIL

Are there any current or long term threats to the nominated place or object?	No. 1 Shed is approved for demolition, and Port Adelaide Enfield Council have been informed by the owner of the building that demolition will commence imminently. [REDACTED] have not submitted any development plans for the site, and state that the vacant area will, in the interim, be used as a car park.
Name of Builder:	SA Harbors Board
Any other information:	In 2022 [REDACTED] applied to the Council Assessment Panel to not approve the demolition of the Shed. At the CAP hearing, the panel commended the application. However, as they operate within the Planning and Development Code requirements, they were unable to reject the demolition.

C. History

6. Origins and history	
Years of Construction:	Start: 1951 Finish: 1953
Name of Designer / Architect:	SA Harbors Board
History of the nominated place or object:	<p>Once again, the [REDACTED] Assessment Report provides a comprehensive early history of Shed No 1. Consideration of the more recent history and context of the Shed, as follows, is essential.</p> <p>The introduction of containerisation in the 1960s had a major impact on cargo handling methods and the size of the local workforce. To compound the effect of the declining workforce on the business life of the Port new competitors for shoppers arrived in the form of regional shopping centres. In the mid 1950s Port Adelaide had been second to Adelaide as a metropolitan shopping centre. The opening of Arndale (1963: now trading as Armada Arndale), Fulham Target (1969) and West Lakes Mall (1974: now trading as Westfield West Lakes) led to a general decline and ultimately to the foundation of a committee to oversee the redevelopment of the Port as a major regional centre.</p> <p>In 1975 the Port Adelaide Centre Joint Committee was established to oversee the redevelopment of Central Port Adelaide. On its recommendation a Port Adelaide Conservation Study was commissioned by the State Planning Authority and published by them in 1977.</p> <p>In April 1982 a considerable portion of the Port Centre was declared a State Heritage Area, the first in the State.</p> <p>Its description on the Department of Environment and Water's Heritage SA website includes the following:</p> <p>'The Port Adelaide State Heritage Area includes the commercial and administrative core of early Port Adelaide. It is situated between St Vincent Street and the waterfront (North Parade) and extends from Nelson Street on the west to Jubilee Street on the east. ... The heritage precinct contains more buildings of continuous historic character than anywhere else in South</p>

SA Heritage Register

Nomination form

South Australian HERITAGE COUNCIL

	<p>Australia. This group is an excellent example of a 19th century commercial area, displaying colonial architecture that is rare in South Australia.'</p> <p>Developments over the last four decades have been mixed. Major tourist attractions have been established in the form of:</p> <ul style="list-style-type: none"> • The Clipper Ship <i>City of Adelaide</i> is the world's oldest clipper ship. • The HK [Historic Ketch] <i>Falie</i> • The STV [Sail Training Vessel] <i>One and All</i> • The Port Adelaide Ships' Graveyards • The Port Dock Station Railway Museum [now the National Railway Museum] • The South Australian Aviation Museum • The South Australian Maritime Museum <p>On the other hand, over the same period of time other government policies have in various ways detracted from the integrity of the State Heritage Area.</p> <ul style="list-style-type: none"> • All but one of the wharf sheds adjacent to the State Heritage Area – which gave visitors an immediate indication that the inner harbour had been a major port – have been progressively removed. These are the sheds at No. 2 and No. 3 berths (1997) and No. 5 berth fronting No. 1 Dock (2006). • A decision to make the Port Centre Redevelopment self-supporting led to [REDACTED] agreeing to purchase and develop the Government-owned No 1 Wharf Shed and nearby land in 1993. Since then some notable buildings have had their maintenance neglected and some of them have been left without tenants.
<p>Historical sources used to support your nomination: Please attach copies of pages from publications or newspaper articles as appropriate.</p>	<p>Heritage Assessment Report on Cargo Shed 1 prepared by [REDACTED] 2016</p> <p>Port Adelaide Conservation Study, SA State Planning Authority, June 1977 https://data.environment.sa.gov.au/Content/heritage-surveys/2-Port-Adelaide-Conservation-Study-1977.pdf</p>

SA Heritage Register

Nomination form

South Australian HERITAGE COUNCIL

D. Heritage Significance

7. Statement of State Significance - Why is the place or object important to South Australia?

PoANT submits that No. 1 Shed has an important, ongoing role in the maritime, cultural and working history of South Australia. Through the foresight of the Port Adelaide Centre Joint Committee (PACJC) in 1975 to oversee the redevelopment of Central Port Adelaide, a number of significant places were retained and reused in a way that adapted their past role with the present. No. 1 Shed is an example of this, and shows the patterns of change and development in Port Adelaide.

During the last 40 years No. 1 Shed has seen:

- The SA Maritime Museum displays opened in May 1987.
- A Sunday Waterfront Market established in the eastern end of the Shed on a trial basis in December 1988.
- [REDACTED] agreeing to purchase and develop the Government-owned Shed and nearby land in 1993.
- Creation of the Fishermen's Wharf Markets in 1993/4, which remained open until late 2022.

With the recent loss of other buildings that have previously contributed to the Port's heritage, the maintenance and development of No. 1 Shed is further highlighted. We suggest that No. 1 Shed has played a part in the evolution of South Australia's main urban port, demonstrating aspects of the area's development over the last 70 years, and can continue to do this into the future.

8. Significance Criteria

The South Australian *Heritage Places Act 1993* lists seven criteria by which places are assessed as 'State significant.' Please tick the criteria you feel the place demonstrates and explain your reasons.

X It demonstrates important aspects of the evolution or pattern of the State's history.

Given the above recent history, there is now a case to be made for retaining the Wharf Shed at No. 1 Berth.

In addition, there is now a case to be made for rethinking the riverfront accommodation proposals and actions of the last approximately 30 years, which have had several unwanted consequences for the local community, and the integrity and appeal of the State Heritage Area:

- The State Government's Land Management Corporation (LMC) chose the Newport Quays Consortium as its preferred development partner for the Port Adelaide Waterfront project in 2002.
- The State Government signed an agreement with Newport Quays 22 September 2004 with work to begin immediately on the Port Adelaide Waterfront project.
- An announcement in September 2006 that the construction of the second stage of the Newport Quays redevelopment, Marina Cove, would commence in April 2007.
- Removal of the first of a number of boatsheds along the Jenkins Street frontage at Birkenhead beginning in February 2008.
- Searle's Boatyard, the last of the boatbuilding and maintenance yards operating on the north bank of the Gawler Reach, closing in April 2009.
- The Environment Protection Authority warning that the Dock One development should not go ahead because of pollution levels around the Port and the danger from the nearby fertiliser stockpiles in 2010.

- The State Government terminating its contract with Newport Quays developer Urban Construct in the first week of November 2011.
- The area on the wharf, adjacent to the Lighthouse on the northern side, the site of the former McLaren Wharf Sheds, has remained vacant since 1997, though it is approved for development.

In considering **Criterion (a) it demonstrates important aspects of the evolution or pattern of the state's history** PoANT has regard to the Guidelines for State Heritage Places that note:

The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.

Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.

In the context of the bullet points above, we submit that the creation of the Port Adelaide Centre Joint Committee (PACJC) in 1975 to oversee the redevelopment of Central Port Adelaide was a major and significant planning initiative, as was its involvement in and support for South Australia's first State Heritage Area in 1982.

Its enlightened approach to adaptive reuse of heritage buildings extended to making available buildings it had purchased to the History Trust of SA for use by the SA Maritime Museum: the former Commercial Bank of Australia, former Weman's Sailmaker's Building and Ferguson's Bond Store. The PACJC also played a critical role in securing No. 1 Berth Wharf Shed and having the eastern end removed to allow the former Port Adelaide Lighthouse to be located there and open up a view to the Port River.

The cultural significance of its approach should not be under-estimated. The poor decision to require the PACJC to be self-funded, which led to the sale of No.1 Berth Wharf Shed into private hands, even had a bonus in that the weekly Fishermen's Market which ran there attracted high levels of visitors to offset the loss of shoppers to nearby regional shopping centres. It has been greatly missed by many locals and since its closure in 2022 has led to considerably less foot traffic in the Port Centre and the closure of some shops and hotels. Indeed, the adaptation of the Shed for the Market provided a high capacity viewing platform to gain a sense of the inner harbour and in future could take pressure off the Port's smaller venues.

CONCLUSION

While the [REDACTED] Assessment argued the case **against** listing No. 1 Shed in terms of its architectural integrity under criterion A, we believe that in light of the events since then it **does** meet criterion A.

In the same way that the listing of No. 2 Dock and its Cranes acknowledged the good work of the SA Harbors Board and the Dept of Marine and Harbors, the good work of the Port Adelaide Centre Joint Committee outlined in the three paragraphs above does indeed demonstrate that No. 1 Shed is '*closely associated with events, developments or cultural phases which have played a significant part in South Australian history*'.

E. Additional Information

9. Images/Maps/Diagrams/Site Plans

A full range of images including maps, site plans, and photographs will help your nomination.

Please provide:

- a clear outline of the place or object being nominated within any maps or plans provided
- high quality images of the place or object (please list the total number of images being provided)
- the subject of each image
- the date each image was created
- the author of each image, and
- the copyright holder of each image (if known)

Paste images here:



SITE PLAN

N ↑

LEGEND:

— Boundary of Nominated place

Existing State Heritage Places within boundary Components of High Significance*

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/we, [REDACTED] nominate Cargo Shed, No. 1 Berth, Port Adelaide, 5015 to be heritage listed.

The information I/we have provided is correct to my/our knowledge.

Your Signature/s:

Date:

[REDACTED]

Nomination Form Checklist

Please check that your nomination includes:

- ☐ A clear indication of the location of the place or object (including map/s). Where a number of features are nominated, show the location of each and/or a boundary surrounding the significant elements of the site.
- ☐ A history of the place or object explaining important aspects relevant to the nomination.
This should generally help support arguments of cultural significance.
- ☐ A clear description of the nominated place or object/s.
- ☐ A statement of significance and indication on how the place or object satisfies one or more of the significance criteria.
- ☐ Have you taken the opportunity to discuss the nomination with a heritage assessment officer? It is strongly advised you to do so prior to submitting this nomination.

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

Email: DEWHeritage@sa.gov.au

Post: Executive Officer, South Australian Heritage Council
Department for Environment and Water
GPO Box 1047, Adelaide SA 5001

APPENDIX A

Additional detail to Section B Description

Shed 1 Design and Condition Report 2025

This document includes the following:

- overview images of the Shed 1
- interior images of the Cargo Shed (Sep 2022 when the Market closed)
- excerpts from the original SAHB plans for Shed 1 to show design features, and
- current external photographs of the shed showing some of the original retained features and the modifications which made when transitioning to a market

Overview



Figure A. 'A Heritage Maritime View of the Port'. Historic Steam Tug Yelta (1948) at its mooring, the eastern end of No.1 Berth Cargo Shed (1953), and the (relocated) Port River Lighthouse (1869) [plus a more modern-era pleasure vessel]. (June 2025 photographer [REDACTED])

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL



Figure B. Overhead view of Wharf Shed 1 showing 1990's veranda addition and lettered location of roof changes. Otherwise, the original 'Fibrolite' corrugated roof sheeting remains. Source Google Earth accessed 20/6/25.

Interior (September 2022)

The Fishermen's Wharf Markets closed on 2 September 2022, hence internal images are not readily available at this time.

As part of the market development in the 1990's, there were some significant internal changes. The two major changes, were the shortening of the eastern end of the shed – which opened up the sight line from Commercial Road down to the river.

The second was the construction of 3 sections of mezzanine floor – at the west end, centre and east end).

These areas were connected by an upper balcony around the sides of the building. Figure C. is a picture taken on the last day the Market operated.

The best understanding of the internal layout (currently available) is the following YouTube video taken on the last trading day – search on 'Final Day – Fisherman's Wharf Markets' [Final Day - Fisherman's Wharf Markets, Port Adelaide](#)



Figure C. 2nd September 2022 - last day of trading. InDaily 2/9/2022, [redacted] photographer).
For full story see [End of the road for Port Adelaide landmark - News | InDaily, Inside South Australia](#)

Original Design Specifications and Features of Shed 1

- Side wall width: 33.5 m (110 ft) plus 6.1m (20ft) verandah on southern side of shed. Total plan view width 39.6m (130ft)
- End wall to end wall length: 175.5m (576ft)
- Side wall height 8.53m (28ft)
- Height to roof crown 13.1m (43ft 2in)
- Fibrolite Corrugated Roof sheeting (1 on 6 slope)
- Doorway height 4.8m (16ft) wharf side, 6.1m (20ft) rear
- Floor thickness 12.7cm (5 in) reinforced concrete. 1 on 52 slope.
- All Steel columns and truss roof frames on 5.5m (18ft) centres

Cargo Doorways

- Wharf side: Total of 15 sliding doors 4.8m (16ft) high
- Southern Side: Six off combination slide and roller door assemblies' height 6.1m (20ft)

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

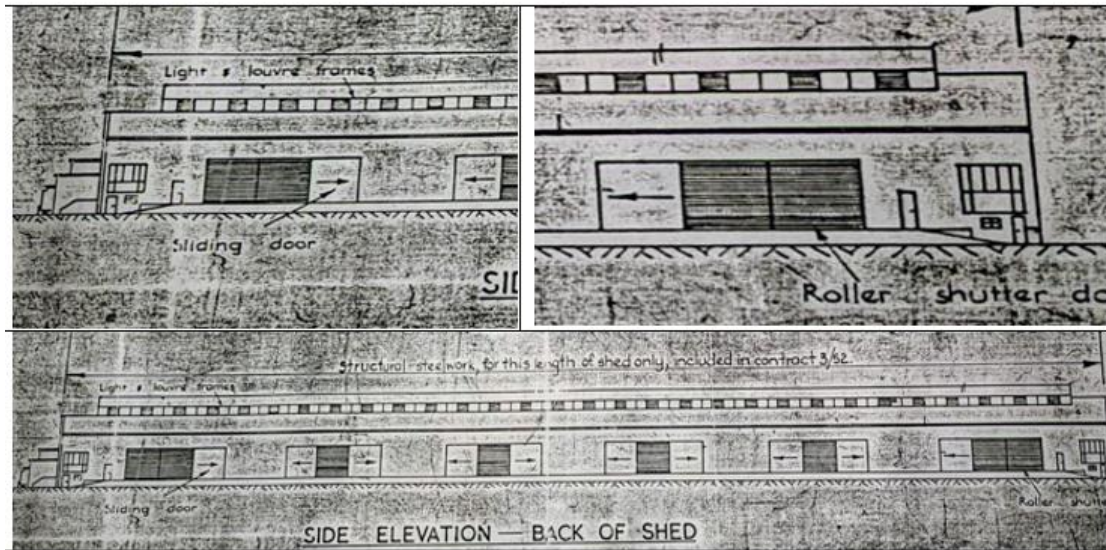


Figure D. Back (land side) elevations showing door arrangements

- bottom image full-length image,
- upper left is an enlargement of west end doors
- upper right is an enlargement of the east end doors

[excerpts from SAHB Drawing 15117/13 'No. 1 Berth Cargo Shed Typical Profile and Layout', dated 11/8/1950.

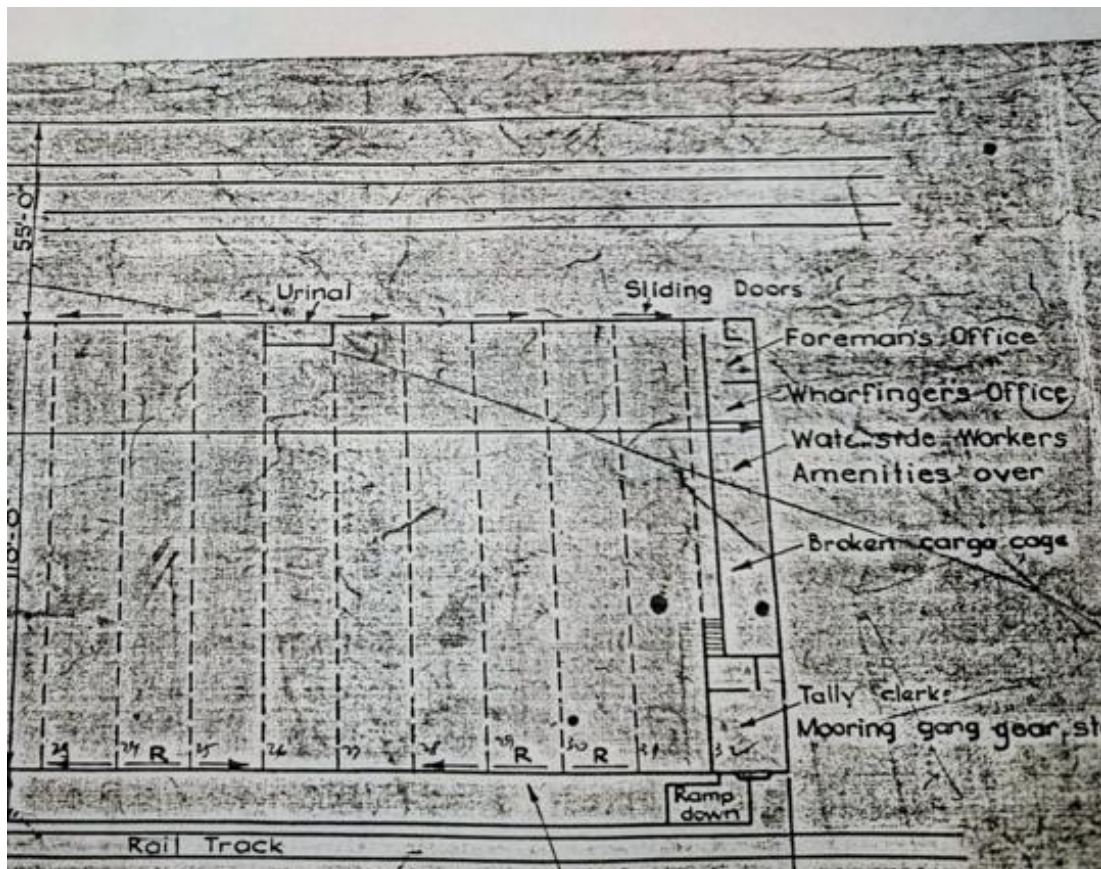


Figure E. Plan view of the northeast end of Shed 1 (amenities were removed when the shed was shortened). Truss frames are on 18ft centres. Rail tracks on land side remain, those on wharf apron have been removed (but have stylistically been simulated with coloured pavers) [excerpt from SAHB Drawing 15117/13 'No. 1 Berth Cargo Shed Typical Profile and Layout', dated 11/8/1950].

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

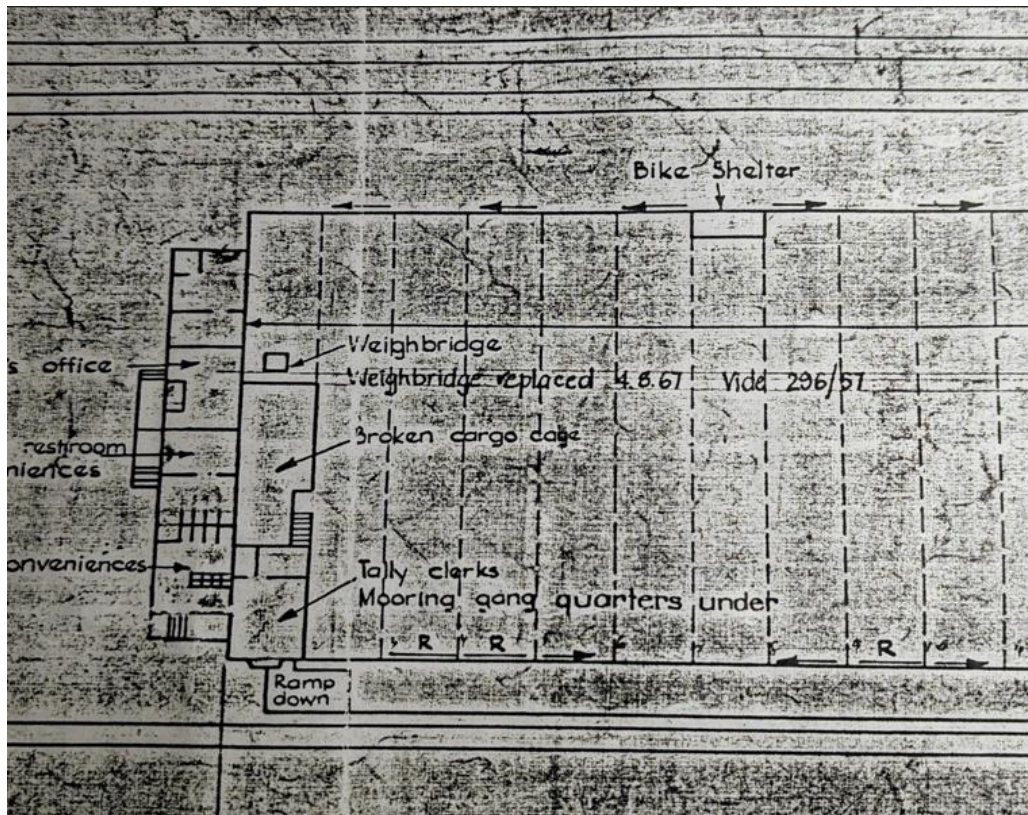


Figure F. Plan view of the west end of Shed 1 (amenities block now removed). [excerpt from SAHB Drawing 15117/13 'No. 1 Berth Cargo Shed Typical Profile and Layout', dated 11/8/1950].

Exterior Images (2025)



Figure G. Wharf side view showing the added verandah (locations A in foreground, and C to rear – refer Figure B. New roofing is steel One line of colour paver 'rail line' on the left (June 2025 photographer [redacted])

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL



Figure H. Wharf side view (under balcony) showing original concrete kerbing which was located between original sliding door openings (June 2025 photographer [REDACTED])



Figure I. Land side view showing 1990's changes in roofing and doors (Location C) openings (June 2025 photographer [REDACTED])

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

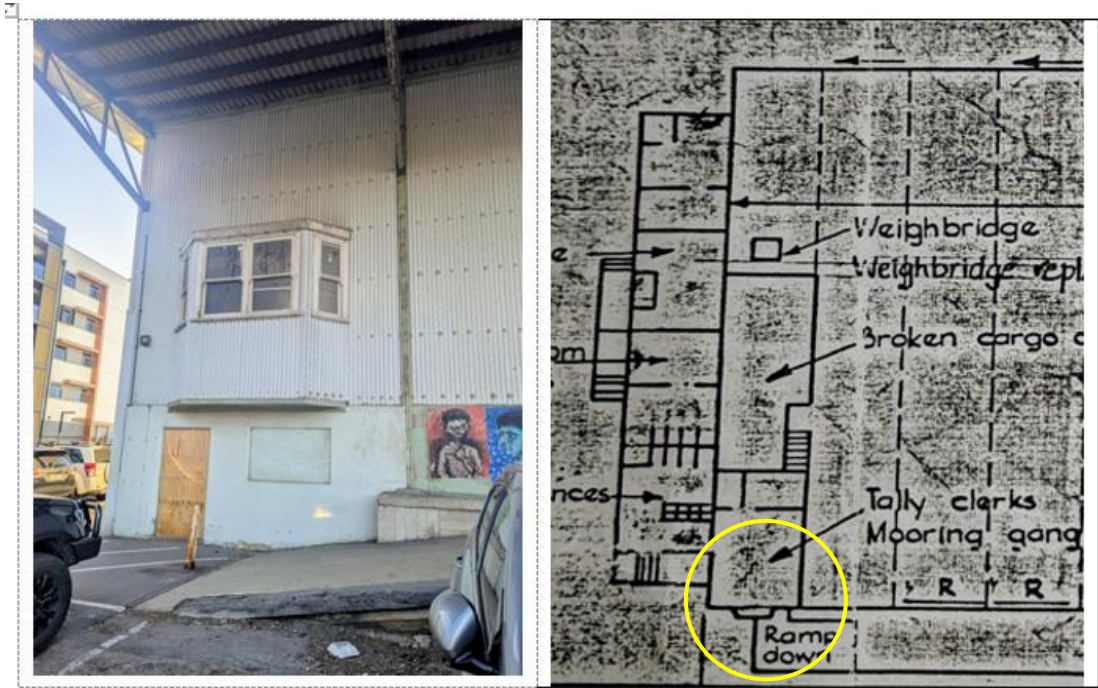


Figure J. Tally Clerks' Bay window on western rear side of Shed 1. Left as seen today, right as drawn on the original plans (June 2025 photographer [redacted])



Figure K. Landside of shed showing elevated loading apron (11ft 3"), rail tracks and the original overhead verandah detail (June 2025 photographer [redacted])

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL

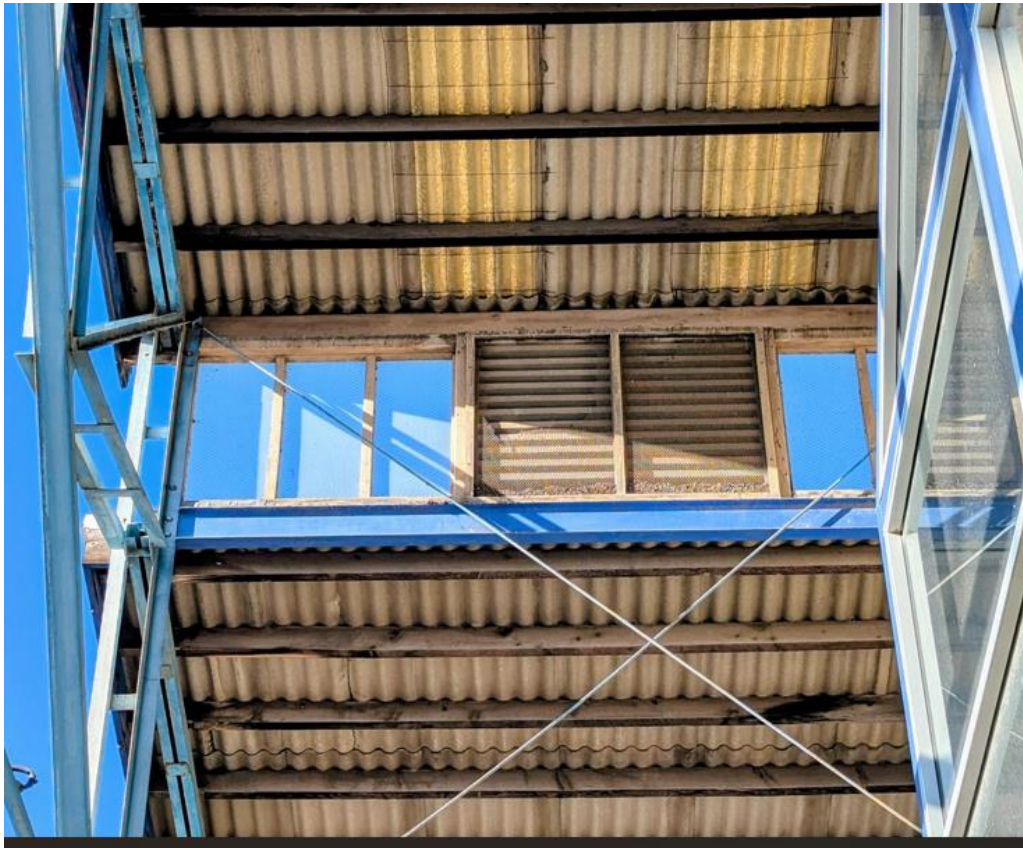


Figure L. Eastern (open) end of Shed 1 showing original highlight light and ventilation frame detail and underside of the Fibrolite roof sheeting (June 2025 photographer [REDACTED])



Figure M. West end of Shed 1 (June 2025 photographer [REDACTED])

END OF REPORT