

SOUTH AUSTRALIAN HERITAGE COUNCIL

MINUTES

The 94th Meeting of the South Australian Heritage Council (the Council) was held on Friday 22 March 2019 in the International Visualisation Centre, 19 Young Street, Adelaide.

Statement of Acknowledgement

We acknowledge this land that we meet on today is the traditional lands for Kaurna people and that we respect their spiritual relationship with their country. We also acknowledge the Kaurna people as the custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

PRESENT

South Australian Heritage Council: Chair: Mr Keith Conlon OAM Members: Ms Kate McDougall, Ms Robyn Taylor, Mr David Stevenson, Ms Jan Ferguson OAM and Emeritus Professor Alison Mackinnon.

Apologies: Mr Jason Schulz, Mr Michael Constantine and Mr Marcus Rolfe.

Secretariat: Mr David Hanna, Executive Officer, Heritage South Australia, Department for Environment and Water (DEW) and Ms Beverley Voigt, Manager, Heritage South Australia, DEW.

1. WELCOME AND APOLOGIES

The Chair welcomed all present.

It was noted that Mr Jason Schulz, Mr Michael Constantine and Mr Marcus Rolfe were apologies.

Mr Schulz had registered his apologies due to the fact he had declared a conflict of interest as DASH Architects (his company) had provided heritage advice to Cedar Woods on the Fletcher's Slip development.

Mr Rolfe had registered his apologies due to the fact he had declared a conflict of interest in relation to Shed 26 as his company UPRS is acting for Cedar Woods.

2. ADOPTION OF AGENDA AND DECLARATION OF CONFLICTS OF INTEREST

The agenda was adopted without amendment.

There were no declarations of conflicts of interest.

Council members had previously discussed potential conflict of interest relating to Ms Kate McDougall and Ms Jan Ferguson and these members were satisfied they did not have a conflict of interest and would participate fully in the discussion and decision making.

3. PREVIOUS MEETING MINUTES

Council considered the draft minutes of 14 February 2019 and approved without amendment.

4. ITEM FOR CONFIRMATION IN REGISTER

4.1 Shed 26, sited in the Former Government Dockyard, Semaphore Road, New Port

The Chairperson, Mr Conlon, thanked everyone for coming and noted there had been a lot of interest in Shed 26 and the South Australian Heritage Council (the Council) were pleased about that.

Mr Conlon noted that Council meetings are open to the public so that its proceedings and decision making are transparent.

Mr Conlon noted a nomination for Shed 26, New Port was received on 22 November 2018. The South Australian Heritage Council (the Council) considered this nomination at its meeting of 6 December 2018. The Council provisionally entered Shed 26 in the South Australian Heritage Register on 6 December 2018 under section 17 (2) (b) of the *Heritage Places Act 1993* to protect the place while a full assessment was prepared.

The provisional entry triggered a three month period of public consultation.

Before today's meeting, Council members received an Assessment Report by Heritage South Australia and 31 public written submissions.

Mr Conlon noted that the role for the Council today was to consider and discuss the assessment report, the written submissions and the oral representations.

Council had to consider whether it agreed that Shed 26 met the threshold for State Listing against one or more criteria under Section 16 of the *Heritage Places Act 1993*. For this deliberation a higher threshold was required. In December, the Council decided it may reach one or more criteria. Today, Council must decide whether the Shed has definitely reached the threshold for at least one of the criteria.

Mr Conlon noted that adaptive reuse was discussed many times in the written submissions and this can not be taken into account in Council's decision making as it is not part of its remit.

Following consideration of the reports and oral submissions the Council will make a determination of whether to Remove the Entry from the Register or whether to agree that it meets one or more criteria and request a Summary Of State Heritage Place document be prepared.

Council has a written policy that states that the Summary of State Heritage Place will be provided to the owners of the State Heritage Place at the time of listing. It was noted that if Council agrees that Shed 26 does meet one or more of the criteria, Shed 26 will remain provisionally entered in the Register until the point that Council approves the Summary of State Heritage Place document.

Of the 31 written submissions received, 25 were in favour of listing and 6 against.

Heritage Office Dr Louise Bird was welcomed to the meeting.

Dr Bird said she had prepared a full assessment and that report found that Shed 26 does not meet the threshold for listing as a State Heritage Place against any of the criteria.

Dr Bird talked about the history of the Port. Shed 26 was built in the 1950s and only associated with industry until the 1980's. It was built as a metal fabrication workshop as a part of the revitalisation of the Glanville Dockyard, also known as the Government Dockyard. It is a metal-framed, brick and CGI clad saw-tooth roofed structure typical of the mid-twentieth century.

A synopsis of Dr Bird's assessment follows:

Regarding criterion (a), Dr Bird discussed the industrial development of Port Adelaide, postwar industrialisation and the Government Dockyard. The assessment recommended that Shed 26 does not fulfil criterion (a).

Regarding criterion (b), Dr Bird noted that Shed 26 is one of many places in SA associated with the significant cultural theme of postwar industrialisation and, consequently, examples of significant places associated with it are not rare, uncommon or currently in danger of being lost. Dr Bird noted many other examples of twentieth century industrial buildings that are associated with the industry in the Port. The assessment recommended that Shed 26 does not fulfil criterion (b).

Regarding criterion (c), Dr Bird noted that the land occupied by Shed 26 is unlikely to yield any evidence that will meaningfully contribute to the understanding of South Australia's cultural or natural history that is not already known or available from other sources. The assessment recommended that Shed 26 does not fulfil criterion (c).

Regarding criterion (d), Dr Bird noted that Shed 26 represents only a small fragment of the operations carried out at the Glanville Dockyard and then only from the mid-1950s to the late 1980's and, therefore, is not an outstanding example of a dockyard. The assessment recommended that Shed 26 does not fulfil criterion (d).

Regarding criterion (e), Dr Bird noted that Shed 26 does not demonstrate a high degree of creative, aesthetic or technical accomplishment, nor is it an outstanding representative of particular construction techniques or design characteristics. The assessment recommended that Shed 26 does not fulfil criterion (e).

Regarding criterion (f), Dr Bird discussed the association of the Port Adelaide community and the people who have worked at the site. The assessment recommended that Shed 26 does not fulfil criterion (f).

Regarding criterion (g), Dr Bird discussed the work of the South Australian Harbors Board and its successor the Department of Marines and Harbors and these organisations association with Shed 26. The assessment recommended that Shed 26 does not fulfil criterion (g).

Mr Conlon thanked Dr Bird.

Mr Conlon then invited Ms Allen to speak to the Council in relation to her written submission.

Ms Jennyifer Allen

Ms Allen spoke in favour of confirmation, noting the following points.

Shed 26 has significant cultural importance as many things were prefabricated (or made) in Shed 26. It is therefore priceless to Port Adelaide.

Port Adelaide is still a working port. Many people in Port Adelaide worked in Shed 26 and the building is quite striking given the saw tooth design. This definitely demonstrates it is an endangered shed given its strong cultural association with the community.

Shed 26 presents a good adaptive reuse opportunity. Shed 26 is directly related to the maritime nature of the Port. Its unique shape, the social history and its maritime working history makes it worthy of retention.

Ms Allen noted there are no actual facilities around Fletchers Slip. It is quite isolated.

Retaining Shed 26 will serve as a link between Semaphore and Fletcher's Slip. There are possibilities for refurbishment of Shed 26 and the Port does not need any more housing developments.

Ms Allen concluded by saying she feels that it is vital that Shed 26 be retained, and repurposed for the whole Port community to enjoy, just as Harts Mill has become a vibrant community space. Shed 26 could become an important conduit between the Semaphore and Port Adelaide communities. It is a significant building and stands as a silent sentinel, a reminder of the Port's history and potentially part of the new and evolving Port Adelaide community. It has strong cultural associations for the Port Adelaide community and it has a special association with the life and work of the Port.

Mr Conlon thanked Ms Allen.

Ms Emma Web

Ms Webb spoke in favour of confirmation. Ms Web has lived in the area for 25 years. Her speech included the following.

Shed 26 is the last physical reminder of the government dockyard. It is an eye-catching reminder of the generations of families that have contributed to the Port's maritime history and made their livelihoods out of it. It is clearly associated with the work of the Marine and Harbours Board and more broadly with the role of the Government in establishment of South Australia as a colony.

Ms Web said it was ironic that the large site was transferred to Cedar Woods from the Government for only \$2.

Shed 26 is the last large saw tooth shed on the inner harbour waterfront. Its removal would erode the Port's character. It would be a loss of working people's history if it is demolished.

Shed 26 is now an unusual and endangered type of industrial building on the waterfront.

Shed 26 acts as a substantial, physical and cultural connector to the Le Fevre Peninsula. It represents the working class history which the community is very proud of.

Shed 26's existence provides continuity of heritage, a sense of belonging to a place, and a great source of pride. It is iconic, its physical scale is impressive and it has made a significant contribution to the Port's history.

Mr Conlon thanked Ms Web for her time.

Ms Ollie Black

Ms Black spoke in favour of confirmation. Ms Black has been a resident of Port Adelaide since 1984. Originally from Fremantle, Ms Black wanted to live in the Port for its affordable housing and because it is a port. Ms Black has been involved in the repurposing of three historic buildings.

Ms Black spoke in favour of criterion (d). Shed 26 is the last physical reminder of working class Port Adelaide. There is very little left of the maritime history on the river and it is important to have a reminder of the maritime history. Shed 26 is the community's last hope for this. It has lost the boat sheds already. Having a building still standing is so important.

The potential for reuse of Shed 26 is great. The developer, Cedar Woods, has not listened to the community during the consultation about the future of Shed 26.

Shed 26 is the last visual link to the maritime history of the Port to South Australia.

Mr Conlon thanked Ms Black.

Ms Kirsty Hammat

Ms Hammat spoke in favour of confirmation.

Ms Hammat grew up in Largs Bay and has a family connection to the area going back to the 1880s. She is a resident of Pennington and loves the Port.

In relation to criterion (a), she said Shed 26 is intrinsically linked to the State and helps to demonstrate our path as an agrarian and industrial identity. The place does have a connection and it has slowly been eroded or destroyed. If Shed 26 is taken away, it further strips the context of our history.

Shed 26 was a key part of the Glanville dockyards, and part of the ambitious waterfront and docking facilities expansion undertaken during the post-war industrial modernization program of the Playford government.

She noted there are many saw tooth sheds in existence, however Shed 26 is the only surviving structure of its type on the Port River and is iconic for this reason. Nothing is left of the operations on the North West arm of the River. This classifies Shed 26 as endangered.

In relation to criterion (c) – we don't know what lies underneath in terms of archaeology so it may yield information that will contribute to an understanding of the State's history.

We are lucky to have people living today that can remind us of the industrial heritage of the Port. Port Adelaide is very proud of its working class roots. We can honour our heritage while Shed 26 is still standing.

In relation to criteria (f) and (g) – there is a spiritual association with the community. By preserving Shed 26 we will provide future generations with the opportunity to feel that sense of connection to something unique in South Australia’s past.

Mr Conlon thanked Ms Hammat.

Mr Robert Heritage

Mr Heritage spoke in favour of confirmation.

Mr Heritage said that if each minute of his 6 minute talk today represents 10 years that is 60 years of his heritage at the Port.

Port Adelaide was the powerhouse of this state and Shed 26 was an important part of what contributed to this. From the 1960s Mr Heritage worked as a boiler maker for the SA Marine and Harbors Board and this Board was responsible for every inch of South Australia all the way to the Victorian border. The SA Harbors Board were responsible for all the infrastructure built at the Port and much of it was built in Shed 26. The ramp for the Troubridge and galleries for the wheat silo were built here.

Mr Heritage noted that the Islington Railway Yards and the MTT buildings are listed as State Places. They are listed as the site where the manufacturing/maintenance etc of the infrastructure took place. This should also apply to the listing of Shed 26 as the place where manufacturing / making of infrastructure took place.

Shed 26 is unique as it represents the Marine and Harbors Board and should be remembered.

The Port Adelaide of the past we knew is almost gone. There were five timber mills, a sugar works and boat yards which are now all gone. If we can preserve a little part of a dead gum tree in concrete at Glenelg, then surely we can protect Shed 26. As a community we need to stand up and fight for the remaining remnants of our industrial heritage.

Mr Conlon thanked Mr Heritage.

Mr Anthony Coupe

Mr Kearney was granted permission to speak to Mr Coupe’s submission as Mr Coupe had indicated he was not able to attend the meeting. Mr Coupe is in favour of confirmation.

Mr Coupe wished to draw Council’s attention to the “Planning for the Immediate and Future Development of Port Adelaide” by the South Australian Harbors Board in 1950. It indicates the objective of the Government and the Board at the time to develop the harbor to meet modern requirements and to keep true to Light’s vision of the Port on the occasion of his first passage up the inlet in 1836.

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. Mr Kearney provided the following quote on behalf of Mr Coupe: “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”.

It was noted that the new main workshops accommodated 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. After Shed 26 was opened it would have employed around 400 workers.

Noted that the Shed 26 website that has been set up to draw attention to this matter has had more than 6,500 visitors and many of these are descendants of the workers who toiled in those workshops. This demonstrates a large community interest in Shed 26.

Shed 26 signifies a part of a much broader environment, that of the whole working port and its industrial past, it is one of the last pieces left to us that offers that insight. There is a broader physical and historic relationship between the suburbs of the Peninsula and in particular Semaphore, Shed 26, Fletcher's Dock, Fletcher's Slip and across to Hart's Mill and through to the State Heritage precinct of Port Adelaide. Demolition of Shed 26 would devalue this relationship and is irreversible.

Mr Conlon thanked Mr Kearney for speaking on behalf of Mr Coupe.

Mr Tony Kearney

Mr Kearney spoke in favour of confirmation.

Mr Kearney and his partner Sandra moved to Port Adelaide in 2000 because of its character and its maritime heritage. They invested in the formal shell of a State Heritage listed factory. Together they converted a raw empty space into a new home. With a bit of insight, the architects for Shed 26 should jump at the chance to convert such a wonderful structure, giving it a new purpose while retaining a form and presence that tells the story of a working port.

Today the majority of physical material that makes the Port a port is gone. What remains on the north bank is Fletchers Slip and Shed 26.

Mr Kearney was a founding member of the Port of Adelaide Branch of the National Trust in 2006 and for the first 5 years he was the Chair. Noted that in 2012, 4,500+ members of the community attended a presentation and responded to concept plans for the redevelopment of the Port. Whenever Shed 26 came up the community were assured that it would be kept and adaptively reused in some form or other.

Mr Kearney quoted from the Port Adelaide Precinct Plan, 2014: "Key themes that have emerged from the various studies and investigations of the Port Adelaide Centre and waterfront precincts over the past decade include:

- 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;
- renewal should capitalise on the maritime heritage and the uniqueness and character of the Port should be preserved and enhanced."

Mr Kearney also quoted a passage from a letter from Ms Kirsteen Mackay, South Australian Government Architect from October 2018 that said "I remain of the view, that the retention of Shed 26 presents an opportunity to celebrate the site's history, and I encourage ongoing investigations into retention and reuse of the building."

Mr Conlon thanked Mr Kearney.

Mr Brian Samuels

Mr Samuels spoke in favour of confirmation.

Mr Samuels was the first honorary historian for Port Adelaide in 1972 and maintained an interest in the Port ever since.

Mr Samuels was particularly taken by the number of people submitting under criterion (a) – at the state level context, the shed and what it stands for.

Mr Samuels spoke in favour of listing under criterion (f) and criterion (g). The Marine Harbors Board is an organisation of historical importance in the State's history. The definition of 'special' means distinguished by some unusual qualities.

Shed 26 is the sole remaining building to represent the long history of the Government dockyard since the 1850's. It is historically significant as the sole survivor and indeed a special association with the working class of Port Adelaide.

As an observer of and participant in history and heritage-related activity in the Port Adelaide district since the late 1960s, Mr Samuels took issue with attempts from some quarters to downplay the opinions of community members advocating for the Shed's retention.

Mr Samuels noted it is not at all uncommon for small numbers of people to take a leadership role in history/heritage campaigns and for a majority of community members to subsequently be grateful for their achievements. Mr Samuels spoke about the commemoration of State anniversaries. Noted that over 350 volunteers helped with the 150th celebration of the Port.

Equally, it is quite common for heritage-listing to be pursued only when a place is under immediate threat and for State Heritage rather than the long-winded Local Heritage listing procedures to be used because of the urgency.

The significance of Shed 26 to the Port really stares you in your face. We desperately are in need for vision for the Port precinct. Mr Samuels appealed to the developers to work with the community to get an outcome that is acceptable to all. Shed 26 can be part of a development that the community would embrace.

Mr Conlon thanked Mr Samuels.

Ms Lindl Lawton

Ms Lawton is Senior Curator, Maritime Museum. Ms Lawton spoke in favour of confirmation.

Ms Lawton noted that the Museum is opening an exhibition to mark 150 years of McFarlane's boat building yards. They no longer have a presence at Cruickshank's Corner, working in a wharf shed further afield. In a single decade, a vital part of Port's maritime heritage has been diminished to some artefacts in a temporary exhibition.

Dr Peter Bell has suggested that so much of the Port's maritime heritage has been erased—that it no longer makes sense in its current context. Ms Lawton disagreed and said that if Shed 26 is demolished the last highly visible remnant of maritime industry from the Inner Harbor will be gone. Shed 26 is the interface where locals and visitors engage with the Port and the State's maritime history.

Shed 26 becomes highly significant when it is the last authentic place marker in the Inner Harbor. We have Hart's Mill and Shed 26 flagging a history of private and government run maritime industries and infrastructure as the last two places remaining.

Ms Lawton made the comparison of Shed 26 with the State listing of the Maritime Museum. The museum is housed in two 1850s bond stores that are part of the State's very first heritage precinct. These buildings were listed because they represented 'South Australia's most substantial and continuous group of colonial buildings, many of which were directly associated with Port Adelaide's function as the state's major port'. There is clear recognition of the significance of the role Port Adelaide played in the evolution of the State's history.

The destruction of the last vestiges of maritime industry on the waterfront irrevocably undermines the significance of that original heritage precinct.

Ms Lawton talked of the roles of the Marine Board of South Australia, the SA Harbors Board and the Department of Marine and Harbors in managing port infrastructure. This was a major role of government from the foundation of the Province of South Australia in 1836.

The entire maritime infrastructure of regional South Australia was controlled by a succession of government bodies, on this same site, until the 1980s. Counter submissions have suggested that the Shed played a 'minor' role in supporting the operations of the Port and that it was the wharves, cargo sheds, tugboats and cranes that were directly associated with improved capacity of South Australian ports. In fact, that infrastructure was fabricated or maintained by the Glanville complex. Wharf sheds were constructed there and tugs, dredges and cranes were maintained from its dock.

Shed 26 was part of the ambitious Greater Port Adelaide Plan instigated in the 1950s to upgrade and augment the existing SA Harbors Board complex on the site that serviced the Board's activities. Adelaide had become Australia's third busiest port in 1950 and could berth 41 ships over 6 kilometres. When it was completed, the SA Harbors Board noted that Glanville's *'workshops can bear comparison with those on any other port authority in the world'*.

Over its thirty year history, thousands of Harbors Board workers maintained and built wharf sheds and jetties, maintained mooring vessels and, floating cranes, and repaired and serviced the dredges that deepened the river.

The Cultural Mapping Project on the Cruickshank Corner boatyards, demonstrated the unique cultures and traditions that these boatyards, many worked by generations of the same family, nurtured. Glanville Dockyard with its army of boilermakers, fitters and turners, electricians, plumbers, blacksmiths, engineers and shipwrights, was the government run iteration of the ramshackle boat yards nearby. It boasted equally unique working cultures and traditions.

Ms Lawton noted she has recorded the oral history of Bob Heritage who had served his boiler makers and welders apprenticeship at Shed 26 when he was fifteen years old. His memories back up the important associations Ms Lawton had discussed.

Shed 26 speaks of the working class history of this Port in a way that no other structure does. By demolishing this shed, we not only trivialize that history and those stories but the contributions of those who helped build modern South Australia.

Arguments from the developers that there is little evidence of a strong cultural association, is a narrow and outdated perspective of what constitutes significance and does not appreciate a community's complex connections to and investment in 'place'.

Ms Lawton said she lives at the Port because she embraces the Port's gritty industrial architecture. Saving Shed 26 memorialises a proud working class history that has been otherwise erased.

Mr Conlon thanked Ms Lawton for her submission.

Mr James Levinson for Vintage Properties (owner of land)

Mr Levinson spoke against confirmation. Mr Levinson tabled supplementary materials for Council members attention.

Mr Levinson drew Council's attention to a map on page 10 of the supplementary material. Mr Levinson noted that Fletcher's Slip is recognised and Shed 26 is not. It is clear that Shed 26 does not meet the Criteria under section 16 of the *Heritage Places Act 1993*.

Mr Levinson noted that the 2015 Ministerial DPA that covered this area did not recommend listing of Shed 26.

Mr Levinson drew Council's attention to the report provided by Dr Peter Bell, expert historian, that concluded that Shed 26 does not meet the threshold for State Heritage listing against any of the criteria. Mr Levinson noted the Dr Bell is present today, should the Council have any questions for him.

Mr Levinson indicated that the site that Shed 26 sits on is contaminated. It will cost in the order of \$20m to decontaminate the site. The asbestos roof will need to be replaced, and the lead paint on the structure would need to be removed and replaced.

It was pointed out that much of the physical entity that exists today would need to be changed or replaced to make it safe.

Mr Levinson spoke of the context of the area that Shed 26 resides.

The purchase by Vintage Properties is only the top 600 millimetres slab of land. The wharf itself will be retained by the Government. The shape of the Dock will always be there. The outline of the dock is currently hemmed by the bikeway.

It was noted that Vintage Properties respect the current campaign to save Shed 26 and noted it has been well organised with meetings on how to prepare written submissions included as part of this. Vintage Properties respect the views of others and we acknowledge them.

The test for the Council today is the test set by the *Heritage Places Act 1993*. Shed 26 is a classic case of character being confused with heritage.

Most of the concerns raised by the community are about the development of the site. The location, size or legacy are not part of the test. It is important to note that the campaign talks about the character rather than the heritage of Shed 26.

Mr Conlon thanked Mr Levinson for his contribution.

Council deliberation

Council then discussed the assessment report and the submissions received against the legislated criteria. It was noted that each Council member had a hard copy of the Criteria and Guidelines for State Heritage Places as a reference to aid discussion. They had also each read the assessment report and the 31 written submissions.

Criterion (a) – *it demonstrates important aspects of the evolution or pattern of the state's history.*

Council members made the following comments in response to questions from the Chair:

- Shed 26 is very much an important part of South Australia's history. The Port Adelaide area is vital to the State. The Port and the history of the Port – it does have a special association to the Port.
- Shed 26 is central to the workings of the Port and the Port of Adelaide was very important in the founding of South Australia as a colony.
- The 1988 report emphasised the significance of Port Adelaide in initiating the beginning of South Australia. Shed 26 is a representation of this history.
- Shed 26 is a representation of the work of blue collar workers.
- Council were satisfied that the submissions demonstrate a strong link to South Australia's heritage.
- It was noted that the Glanville Docks were a much bigger complex originally.
- Shed 26 symbolises and commemorates the work that went on there. Shed 26 is all that appears to be left that represents that maritime history.
- With regard to any evidence of its importance in the fabric of the building, it was noted that there is still some evidence remaining. The case can be made that it is the place that encapsulates it. This is the only representation left in Port Adelaide.
- It was indicated that all the other buildings that were on this site are gone. Shed 26 does represent associations with maritime industry for South Australia.
- It was noted that there were many mentions through submissions of Shed 26 being a landmark building.
- Council discussed how it compares to other landmark industrial buildings on the Port. It was agreed it is an essential part of the State's history – through its existence it represents this history.

Motion re criterion (a)

The Chair asked for a show of hands in support of criterion (a). All Council members, except for the Chair who abstained, agreed that Shed 26 does satisfy criterion (a).

Criterion (b) – *it has rare, uncommon or endangered qualities that are of cultural significance*

Council members made the following comments in response to questions from the Chair:

- Agreed that as an industrial building it is not rare or uncommon but it needs to be looked in the context of its location on the Inner Harbour.
- Looking at the aerial photos, it is evident that conserving Fletcher's Slip alone would not be enough to represent the industrial heritage of the Port. Council discussed the fact that both private and public boat building facilities need to be represented on the South Australian Heritage Register.

Motion re criterion (b)

The Chair asked for a show of hands in support of criterion b). It was noted that there was only one vote in favour of criterion (b) and the Chair abstained. Council agreed that Shed 26 does not satisfy criterion (b).

Criterion (c) - *it may yield information that will contribute to an understanding of the State's history, including its natural history.*

Council members briefly discussed whether Shed 26 meets criterion (c).

It was noted that remnants of other buildings could possibly uncover items of archaeological significance if an archaeological dig was to occur.

There was general agreement that Shed 26 does not satisfy criterion (c).

Motion re criterion (c)

The Chair asked for a show of hands in support of criterion (c). All Council members, except for the Chair who abstained, agreed that Shed 26 does not satisfy criterion (c).

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

Council members made the following comments:

- There was discussion about the findings of the report and that the report took a narrow view in relation to the test against criterion (d)
- Noted there were significant boat building and other activities that went on in Shed 26. Classification of it merely as a saw tooth building is extremely narrow.
- Shed 26 is the only representative of a particular class of place on the inner harbour of the Port River.
- It was indicated that Shed 26 represents the working class element of the work of Marine and Harbors Board. It was noted that there are administrative buildings included on the State

Heritage Register that represent the Marine and Harbors Board but no building to represent the working class such as the boiler makers.

Motion re criterion (d)

The Chair asked for a show of hands in support of criterion (d). It was noted that there were three votes in favour of Shed 26 satisfying criterion (d), two against and the Chair abstained. The Chair indicated that Shed 26 does satisfy criterion (d).

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

Council members briefly discussed whether Shed 26 meets criterion (e).

Motion re criterion (e)

The Chair asked for a show of hands in support of criterion (e). All Council members, except for the Chair whom abstained, agreed that Shed 26 does not satisfy criterion (e).

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

Council members made the following comments:

- There is an intergenerational nature of community involvement and support for Shed 26.
- It is evident from the submissions that there are strong cultural associations between Shed 26 and the community.
- It was noted that one of the submissions indicated that the City of Port Adelaide Enfield passed a motion noting that they appreciate Cedar Woods' willingness to engage and keenness to involve the community in future plans for Shed 26.
- Council observed there was a broad association with Shed 26 and not merely a disparate group. The association is broader than merely a section of the Port community but extends to other parts of South Australia.

Motion re criterion (f)

The Chair asked for a show of hands in support of criterion (f). All Council members, except for the Chair who abstained, agreed that Shed 26 does satisfy criterion (f).

Criterion g) – *it has a special association with the life or work of a person or organisation or an event of historical importance.*

Council members made the following comments during discussion:

- It was indicated it is difficult to see how this criterion could not be applied to Shed 26 in relation to the Harbors Board. From the evidence provided through written and oral submissions it is clear that Shed 26 has a special association with the work of the Harbors Board.
- It was noted that the elements of fact presented in the Assessment Report prepared by Heritage South Australia are accurate. There was disagreement, however, with the weighting applied in relation to how these facts apply to state significance. Shed 26 does have a special association with the work of the Harbors Board.
- Comment was made in relation to why Shed 26 was not listed as a Local Place of heritage significance by the Port Adelaide Enfield Council. The Local Council may not have had the authority to list Shed 26 and that this needs to be checked.
- Discussed and agreed that Shed 26 does have a special association with the work of the Harbors Board.
- Comment was made that it is important to look at a historical continuum of the work of the Harbors Board and not confine Council's judgement to the 30 plus years that Shed 26 was in operation. It is clear from the written and oral submissions that Shed 26 stands out clearly in the memories of generations of working class people associated with Shed 26.

Motion re criterion (g)

The Chair asked for a show of hands in support of criterion (g). All Council members, except for the Chair who abstained, agreed that Shed 26 satisfies criterion (g).

RESOLUTIONS:

The South Australian Heritage Council:

- **Considered** the Assessment Report in relation to Shed 26, New Port.
- **Considered** the written submissions and oral submissions received in relation to the entry of Shed 26, New Port.
- **Agreed** that Shed 26, New Port satisfies criteria a), d), f) and g) under section 16 of the *Heritage Places Act 1993*.
- **Agreed** that Shed 26 will remain provisionally entered, pending the preparation and subsequent approval of a Summary of State Heritage Place document at a future meeting of the Council. This decision is in keeping with Council Policy 14.1 which states a Summary of State Heritage Place document will be provided to the owner of the place at the time of Confirmation.

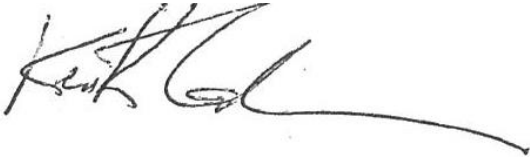
5 ANY OTHER BUSINESS

Nil.

CLOSE OF MEETING

Mr Conlon thanked everyone for their considered contributions and attendance.

Mr Conlon closed the meeting at 11:00am.

A handwritten signature in black ink, appearing to read 'Keith Conlon', with a long horizontal flourish extending to the right.

Mr Keith Conlon

Date: 15 April 2019

Chair