



Objection 295

Port of Adelaide Branch of
the National Trust SA

5 pages

[REDACTED]

From: Clare Shuttleworth [REDACTED]
Sent: Friday, 11 May 2018 9:25 AM
To: FedRedistribution - SA
Subject: Submission to the redistribution committee for SA
Attachments: PoANT submission - Electoral redistribution final.docx

Dear members of the Redistribution Committee,

Please find attached a submission from the Port of Adelaide Branch of the National Trust SA that is an objection to the proposed renaming of the Division of Port Adelaide.

The submission has been compiled by the Branch Committee and members with interest and expertise in this issue.

Please contact me if further information is required.

With best wishes

Clare Shuttleworth

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SUBMISSION TO THE REDISTRIBUTION COMMITTEE FOR SOUTH AUSTRALIA

To the Redistribution Committee for South Australia
Australian Electoral Commission
GPO Box 344
Adelaide SA 5001

Summary

The Port of Adelaide branch of the National Trust (PoANT) wishes to make an objection to the proposed renaming of the Division of Port Adelaide to the Division of Hindmarsh.

It submits that the name of the proposed new Division should be the Port of Adelaide, in recognition of the strong identity and communities of interest associated with the broader Port of Adelaide region, the formative role played by the port in South Australia's history and development over 180 years and its past and present significance to Kurna people.

The PoANT is not contesting the boundary alignment of the Division, but advocates strongly for retaining the connection with the Port of Adelaide. Renaming the Division the Port of Adelaide would reflect the broader associations and history of the region, covering the whole of the Le Fevre Peninsula and beyond, and not just the Port area.

Alternatively, the Division could be renamed to reflect the strong Aboriginal links with Port Adelaide and Le Fevre Peninsula.

The PoANT is one of 46 local branches of the National Trust of South Australia. Established in 2006, it is a community-based organisation with over 80 members and is dedicated to the conservation of the Port of Adelaide's maritime, cultural, Indigenous, environmental and built heritage.

Rationale for retaining the name of the Port of Adelaide Division

The PoANT submits that the Division of Port Adelaide should be named the 'Port of Adelaide'.

The main reasons for this are:

1. Significant role in South Australia's early European settlement
2. Connection to Indigenous history (predating European settlement) and ongoing significance to Kurna people
3. The population composition of the proposed Division
4. The contemporary significance and regional identity of Port Adelaide
5. Application of the guidelines for naming federal electoral divisions.

While recognising the importance and relevance of Hindmarsh in South Australia's history, retiring the name of the Division of Port Adelaide would represent a significant loss in terms of its connection to South Australia's early European settlement and development and relationship to Kurna people.

The Port's European history dates back to 1836, when Colonel William Light's ship, the *Rapid* sailed into the Port River inlet in search of a site for a port for the new colony of South Australia¹. In 1837, the new port (known as the Port Creek Settlement or Port Misery) was proclaimed and a landing place established – not at its current location but about 2 kilometres upstream from the present Birkenhead bridge², where Old Port

¹ City of Port Adelaide Enfield (PAEC) (nd), *Semaphore: A Guide to the Historic Precinct*, Adelaide.

² various (1986), *Port Adelaide 1836 -1986, Mudflats to Metropolis*, Adelaide.

Road meets Webb St)³. This site was found to be unsuitable, and the landing place was subsequently moved to the end of what is now Commercial Road and officially opened by Governor George Gawler in 1840⁴.

Originally identified as the site for the City of Adelaide, Light's choice of separating the port and capital city was reportedly opposed by some merchants, a newspaper and Governor John Hindmarsh, based largely on the distance between them. The final decision was made by Light, who kept Adelaide and the port separate, principally due to the lack of fresh water at the port⁵.

Within months of arrival at Port Adelaide, the first settlement began. In this respect, Port Adelaide is one of South Australia's earliest settlements as well as its oldest commercial port. It has played a pivotal role in the development of both Adelaide and South Australia by providing a vital supply link to the outside world.

It has also developed as a distinct town with a character, independence and history of its own⁶. As noted by Gifford, much of the extensive built heritage in the Port remains today and provides 'visual evidence of the area's compelling history'⁷. The significance of its colonial buildings was recognised in April 1982, when a portion of the Port Centre was declared South Australia's first State Heritage Area.

The Port Adelaide area has also been an important place for Aboriginal people, with a history and settlement that predates European settlement. The Kurna people gave the Port Adelaide area the name Yertabulti (Yerta is land and bulti - a place to sleep) and Lefevre Peninsula was known as Mudlangga (or place of the nose - a natural corral where you can round up emus)⁸. Early historical accounts suggest that the Kurna occupied the coastal areas in summer (the beaches at North Haven, Semaphore and West Beach) and moved inland to the foothills during the winter⁹. Today, Aboriginal and Torres Strait Islanders comprise around 2.3% of the local population, a proportion that is higher than the State average and second only to Playford across greater metropolitan Adelaide¹⁰.

The PoANT notes that proposed Division of Hindmarsh is made up largely of the broader Port of Adelaide region, and encompasses the entire LeFevre Peninsula, from Outer Harbor and Torrens Island to Port Adelaide and Semaphore Park¹¹, as well as the coastal and inland suburbs south to West Beach.

The PoANT notes that as a result of the abolition of the Division of Port Adelaide, over half of its current electors would be transferred to the proposed Division of Hindmarsh (i.e. 59,910 of 115,227 electors)¹² with electors in the eastern part of the electoral Division to be transferred to the Divisions of Adelaide, Makin and Spence. Interestingly, this includes over 5,600 electors from Hindmarsh-Brompton, who would not be included in the Division of Hindmarsh but would be transferred to the Division of Adelaide.

Port Adelaide has not only played an important part in South Australia's history, it is also 'evolving into one of contemporary significance'¹³. It is recognised as a key location and destination in the strategic plans of the Port Adelaide Enfield Council and the State Government. The State Government's *30-Year Plan for Greater Adelaide*

³ Port Adelaide Renewal Project (2013), *Embracing the History: Port Adelaide Inner Harbour*, Renewal SA, Government of South Australia, Adelaide.

⁴ various, opcit.

⁵ *Port Adelaide* (2018), viewed April 2018 at <https://en.wikipedia.org/wiki/Port_Adelaide#cite_ref-8>.

⁶ Port Adelaide Renewal Project (2013), opcit.

⁷ Gifford SC (1998), *Heritage, Development and Prosperity*, PAEC, Adelaide

⁸ Lewis O'Brien as recorded in the *Mudlangga to Yertabulti track*, City of Port Adelaide and Enfield.

⁹ See *Mudlangga to Yertabulti track* (opcit) and the *Kurna Cultural Heritage Survey July 2007*, prepared by Wood V, Hemisphere Design, City of Port Adelaide Enfield and GHD Pty Ltd.

¹⁰ Australian Bureau of Statistics (2017), *Census of Population and Housing - Counts of Aboriginal and Torres Strait Islander Australians, 2016*, Table 2d, Cat 2075.0, Canberra.

¹¹ *Lefevre Peninsula* (2018), viewed April 2018 at <https://en.wikipedia.org/wiki/Lefevre_Peninsula>.

¹² Redistribution Committee for South Australia (2018), *Proposed redistribution of South Australia into electoral divisions. Appendix H: Proposed distribution of electors in the Division of Port Adelaide*, viewed April 2018 at <www.aec.gov.au>.

¹³ Renewal SA (2018), *Our Port*, viewed April 2018 at <<https://renewalsa.sa.gov.au/projects/port-adelaide/>>.

identifies the area as a high-level regional centre and a focal point for significant future investment by the public and private sector¹⁴. This reflects the importance of the area beyond merely a suburb of Adelaide.

The PoANT is aware of the Australian Electoral Commission (AEC) and Redistribution Committee's guidelines for naming federal electoral divisions¹⁵ and makes the following observations.

The Committee's guidelines indicate that Aboriginal names should be used where appropriate, with around 14% of current divisions named for an aboriginal person or word¹⁶. An Aboriginal name would be supported by the PoANT as an alternative to the Port of Adelaide, particularly given the significance of the area to Kaurna people and their history and cultural heritage.

The PoANT notes the Committee's preference for retaining the names of original federation electoral divisions (at the 1901 election), and is aware that currently, around 26.7% of current federal divisions have original Federation electoral division names¹⁷. The PoANT notes that at the time of the first Federal election in 1901, single member electoral divisions had not been legislated by the South Australian parliament, with House of Representative members elected from a single state-wide electorate. By the time of the 1903 federal election, seven single-member electoral divisions had been created in South Australia - Adelaide, Barker, Boothby, Grey, Hindmarsh and Wakefield. These names were the subject of lengthy debate by the House of Representatives, with the Minister of Customs (Sir William Lyne) proposing that the seven divisions be named Adelaide, Port Adelaide, Angas, Barker, Chamberlain, East Torrens, and Flinders, a motion that was subsequently defeated¹⁸.

The Committee suggests that locality or place names should generally be avoided, but that 'in certain areas the use of geographical features may be appropriate'. The Committee also suggests that qualifying names may be used where appropriate and gives the example of Port Adelaide to illustrate this point. Both the Liberal Party of Australia (SA Division) and the Australian Labor Party (South Australian Branch) have advocated for the retention of the name of Port Adelaide. In its submission to the Committee, the Australian Labor Party argues that the name of the current Division has a clear geographic connection with Port Adelaide and Le Fevre Peninsula. The Liberal Party similarly argues that the current names (of the Divisions of Port Adelaide and Makin) reflect either significant localities or features within each Division. It also argues that the current Division names are 'well accepted by the community and there is nothing to be gained by changing them'. In a similar way, the PoANT would argue that the significant geographical features of the Port of Adelaide area have been important and consequential both to Kaurna people and the history and development of South Australia, and as such, a name associated with Port Adelaide (ie the Port of Adelaide) should be retained.

In addition to the Liberal and Labor parties, the City of Port Adelaide Enfield has argued strongly to retain the name of the Port Adelaide Division, with the Mayor contending that Port Adelaide has a 'well known and iconic identity', with plans to change the name of the Division 'a massive blow' to the area and one which would cause 'significant damage'¹⁹.

The PoANT also observes that of the seven people who recommended retiring or renaming the Division of Port Adelaide, only two were residents of South Australia.

Conclusions

¹⁴ PAEC, *Port Centre*, viewed April 2018 at <<https://www.portenf.sa.gov.au/page.aspx?u=2446>>.

¹⁵ Redistribution Committee for South Australia (2018), *Proposed redistribution of South Australia into electoral divisions*.

¹⁶ Australian Electoral Commission (AEC) (2018), viewed April 2018 at <<https://www.aec.gov.au/Electorates/Redistributions/electoral-names.htm>>.

¹⁷ AEC, *ibid*.

¹⁸ See the Advertiser, Friday 14 August 1903,

<[¹⁹ Mayor Gary Johansen, as reported in the *Portside Weekly*, 18 April 2018.](https://trove.nla.gov.au/newspaper/article/4985723?searchTerm=house%20of%20representative%20Port%20Adelaide%20Hindmarsh&searchLimits=exactPhrase||anyWords=+||notWords||requestHandler||dateFrom=1903-08-01||dateTo=1903-12-31|||-advstate=National|||-advstate=South+Australia|||-advcategory=Article|||-advcategory=News|||-advcategory=Official+Appointments+And+Notices|||sortBy|||-title=34|||-state=South+Australia#>>.</p></div><div data-bbox=)

As noted by Gifford, 'the Port has history, tradition and identity' and an 'underlying community spirit, pride and loyalty, fostered not only by residents but by business and other bodies' with a rich, continuous, urban tradition, unusual in Australia²⁰.

The PoANT argues that the strong community of interest, identity and history associated with the Port of Adelaide would be diminished by renaming the federal electorate the Division of Hindmarsh.

It therefore advocates strongly for the Division to be named the 'Port of Adelaide', which would encompass the broader Port Adelaide region and its associations. Alternatively, the Division could be renamed to reflect the strong Aboriginal links with Port Adelaide and Le Fevre Peninsula.

The PoANT notes that both the Liberal Party of Australia (SA Division) and the Australian Labor Party (South Australian Branch) as well as the City of Port Adelaide Enfield have advocated for the retention of the name of Port Adelaide.

²⁰ Gifford *opcit.*