

PARKLANDS NEWS

June 2005 Number 19

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President's letter

Thank you to those who came to the AGM. It was reasonably well attended with the added attraction of our previous Governor Sir Eric Neal giving a keynote address on road safety—a very informative presentation backed by his role as Chair of the Road Safety Committee. The clear message was to save lives and injuries through lower speed limits. He also observed that by reducing the speed limit through the Parklands from 60 to 50kph we take only 12 seconds more to get to our destination—but think how much safer and more pleasant the trip!

We welcome two new members elected to the Committee: Jim Daly and Kym Winter-Dewhirst. They join all continuing members except Mike Hudson who did not renominate. We say thank you to Mike for his contribution over the past three years.

Kym was elected unopposed as Deputy President at the first Committee meeting for the new year because Peter Austin indicated his intention to step down. We say thank you to Peter

for his excellent performance as DP. Please note that he has not escaped from the Committee though!

The most energetic debate at the AGM was on the motion moved by Kelly Henderson and seconded by Lewis Short to oppose the draft Adelaide Parklands Bill 2005. Ministers John Hill and Jane Lomax-Smith and Lord Mayor Michael Harbison were present as members. The Director of the Department of Environment and Heritage Alan Holmes and his staff member Russell Starr, who is working on the draft Bill, were present. Mr Starr, a non-member, offered some insights after the vote on the debate was taken.

The motion was passed on a show of hands and has served as a salutary lever to persuade the government to further improve the Bill. The new Committee has resolved to continue working with the government to achieve a better Bill.

Rann puts F1 back on agenda—Ouch!

I was horrified to read in the *Advertiser* (13.05.05) that the



Premier was flirting with the boss of Formula One in an attempt to secure the return of the event to Adelaide!

One interpretation is that he wants two major motor events, an F1 Grand Prix and a Clipsal 500, staged each year in the Adelaide Parklands.

My interpretation is that this is the recipe for a permanent and monstrous motor racing facility in the middle of Victoria Park. Please help ensure this never happens.

Ian Gilfillan

ISSUES ON THE TABLE

Parklands Trust legislation

World Heritage listing

Land grab at Victoria Park Racecourse

Biodiversity survey

Heritage listing of 1889 Arbor Day plantings

Adelaide Bowling Club's activities

Hurtle Square redevelopment

Britannia intersection

General and Park Lands Plan Amendment Report

Dying elms

*Front page:
Elm avenue (Ulmus procera) in
Tuttanga Park (Park 17), June 2003.
Photo by Gunta Groves*

Help wanted!

Brian Mitchell is pretty good but he is currently fulfilling the two roles of Secretary and Acting Treasurer. He would love to be able to hand the money management to someone else. Can you help?

You need to be able to attend committee meetings monthly and take charge of the receipt book. Brian will tell you all about it if you ring him on 8263 5168.

MEMBERSHIP

Members are reminded that APPA's financial year is from 1 April to 31 March. If you haven't paid for the 2005–06 year, please do so.

New memberships received after 1 December will be valid up to 16 months or through to the end of the following financial year.

Officers and committee members are elected at the AGM held in April each year, and election to the committee is open to all financial members. Committee meetings are open to the members and are normally held on the fourth Tuesday each month. Please contact the Secretary for details and agendas.

Please do not use 'APPA' in cheques and money orders. Please use 'Adelaide Parklands Preservation Assoc Inc'.

AGM 2005

Surprising most of the audience, Sir Eric Neal (at right) explained how South Australian road statistics were improving. We are crashing less, dying less and suffering fewer serious injuries. Another surprise was the revelation that the 16–19 year olds contributed less to the crash statistics than did the 20–40 year olds. However, it was disappointing to hear from him that the Road Safety Advisory Committee's brief does not encompass advice to government about driver behaviour—the sort of behaviour that worries residents on roads adjacent to the Parklands and includes 'burning rubber', doing 'doughnuts' and racing at very dangerous speeds.



The normally staid pattern of AGMs was broken by APPA's 2005 AGM due to a thought-provoking motion by Kelly Henderson. Passionate speakers for and against Kelly's motion included Minister John Hill (below).

The second motion on the AGM's agenda, proposing a position statement regarding the Parklands and Victoria Park, in particular, was also carried. This endorsement of the position statement gives members of the Committee who lobby politicians and the Adelaide City Council greater confidence that they are representing the views of APPA members.

Since the AGM, the position statement has been circulated widely amongst state and local government politicians, the SAJC and the SA Motor Sport Board.



Next newsletter deadline: 31 July 2005

The Feral 500

This year's car racing polluted the air, the ground and waterways. The 'Feral 500' (aka V8 touring car race and accompanying 'entertainments') in the city and Parklands was once again responsible for disruption, pollution, injury, increased costs and lost income.

The lead from the petrol used over four days has been breathed in, laid down into the soil and washed into the waterways and sea. Fortunately and unfortunately, most racing cars use unleaded petrol these days, *but* there are no catalytic converters fitted. Therefore, the emissions from these cars contain extremely dangerous substances: hydrocarbons, carbon monoxide, carbon dioxide, nitrogen dioxide, nitrogen tetraoxide and nitrous oxide—all trapped by cement barriers and city buildings so that spectators, race workers and nearby residents and business operators get a good, prolonged dose.

Another source of pollution is 'laying down rubber'. This is a pastime of both hoon drivers and motor racing drivers. The rubber deposited during the four days of the Feral 500 is one of the most carcinogenic substances known when it breaks down. It is on the city's streets, in its gutters and stormwater drains and, by now, lining the waterways all the way out to sea.

The noise pollution has diminished the hearing of 255 000 people (if you believe the attendance hype of the marketers) and made life unbearable for the residents of Adelaide living near the circuit. If they were unlucky

enough to live very close to the track and could not disrupt their lives to go away for four days, they endured noise levels requiring hearing protection most of the day and night. This was measured objectively by one household that volunteered to use industry standards and equipment. Even more worrying for spectators and residents, not to mention the workers employed by the SA Motor Sport Board, should be the fact that hearing damage is accentuated by the presence of emissions in a high noise environment.

It's a pity that Adelaide could not be as enlightened as Auckland NZ was in rejecting V8 touring car racing in the city's streets because it was considered too noisy. New Zealanders decided their motor racing should happen on the Pukekohe track, a proper motor racing circuit.

The Confederation of Australian Motor Sport Ltd (CAMS), whose competition rules govern the Adelaide event, has set limits on the noise levels that can be emitted by the cars. These limits are not enforced and were exceeded significantly and regularly over the four days. Analysis of both peak and continuous noise levels at the event by an accredited hearing consultant indicated that the noise was indeed 'hazardous', an occupational health and safety description of noise requiring amelioration.

When all the negatives of a city race circuit are considered, any reasonable person would conclude

that car racing should be located away from urban areas. Labor's 'A Greener City' policy seemed to say that when it proclaimed: 'Labor will integrate strategies to protect open spaces and parklands, and will support energy efficient transport and resource utilisation that will preserve and enhance our city.' V8 motor racing in the city is certainly not an example of this.

Gunta Groves

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Question: Where did the green in 'A Greener City' go?



Answer: It disappeared under the cars in Victoria Park.

Victoria Park—a gigantic car park, 20 March 2005, during the Clipsal 500. Photo by Gunta Groves

CLEAN UP AUSTRALIA DAY



Above and left: Members of APPA and Ricoh volunteers working for cleaner Parklands, Clean Up Australia Day, 6 March 2005.

Below: Debris collected from just one small culvert.



Many thanks to the APPA members and Ricoh volunteers who helped to make the Parklands a cleaner place, expertly coordinated by Peter Austin.

Sunday 6 March saw families and individuals, and even their dogs, cooperating in dragging, lifting, picking and plucking garbage from the southern end of Victoria Park to Greenhill Road and across Beaumont Road to Pultney Street. Even passers by were cajoled into helping.

The weather was kind and many bags of rubbish were collected—made up of some bits as big as mattresses and many, many others as small as cigarette butts.

The Adelaide City Council cooperated by taking away tonnes of building rubble and lawn clippings from in and around the poplar copse at the southern end of the racecourse.

However, there will always be rubbish to collect, it seems. The poplar copse still hides an old sofa and assorted bits of furniture, and the Clipsal 500 contributed another load of debris on the four days of motor racing. Despite the large, obvious pieces of rubbish being collected, there remain uncountable numbers of small things like ring-pull

can openers, cigarette butts and wire pieces from fencing construction.

Next year, make it a priority to join APPA in cleaning up some part of the Parklands, and be rewarded with a sense of satisfaction and some sizzling sausages at lunchtime.

Gunta Groves

The Adelaide Parklands

An historic public walk

Misconceptions regarding the basis for claiming World Heritage status demonstrate the urgent need to clarify the historical basis of Colonel William Light's dedication of Adelaide's Parklands for open space in 1837.

The Parklands are significant in their own right:

- as the superlative exemplar of a nineteenth century public walk for the recreation and health of a town's inhabitants, demonstrating a key phase in the history of town planning and urban open space and public health
- as the key exemplar of the aspirations and achievements of Britain's nineteenth century public health and green space pioneers, Owen, Roebuck, Slaney, Maslen and others, and a distinctive achievement of the Colonisation Commissioners for South Australia
- as the forerunner for the reservation of public walks in Australia, with authorisation being extended to all Australian colonies by British Act of Parliament in 1842¹.

A walk in history

In 1830, TJ Maslen advocated that:

*All the entrances to every town should be through a park ... a belt of park of about a mile or two in diameter, should entirely surround every town ... This would greatly contribute to the health of the inhabitants ...*²

In February 1833, a British House of Commons Select Committee was appointed to 'consider the best means of securing Open Space in the Vicinity of populous Towns, as Public Walks and Places of Exercise, calculated to promote the Health and Comfort of the Inhabitants'.³

In June 1833, this Select Committee on Public Walks, chaired by Robert E Slaney, reported:

1st. That during the last half century a very great increase has taken place in the Population of large Towns, more especially as regards those classes who are, with many of their children, almost continually engaged in Manufacturing and Mechanical employments.

2d. That during the same period, from the increased value of properties and extension of Buildings, many inclosures of open spaces in the vicinity of Towns have taken place, and little or no provision has been made for Public Walks or Open Spaces, fitted to afford means of exercise or amusement to the middle or humbler classes.

3d. That any such provision of Public Walks and Open Places would much conduce to the comfort, health and content of the classes in question.

Other records demonstrate enclosures were not limited to manufacturing towns. Between 1802 and 1844 some 1075 Private Acts of Parliament enclosed 1 610 302 acres of common field and waste land⁴ throughout England.

The Select Committee Report recommended the subject to the earnest attention of the House, stating:

... they hope and trust that the time is arrived when an earnest and growing interest in all that relates to the welfare of the humble classes is taking possession of the Public Mind. As one means of carrying these wishes into effect, they hope that Public

Walks may be gradually established in the neighbourhood of every populous Town in the Kingdom.

Those 'humbler classes' were a key component of Wakefield's theory of systematic colonisation, on which South Australia⁵ was founded and the instructions⁶ of the Colonisation Commissioners for South Australia required Colonel William Light, first Surveyor-General of South Australia, to 'make the necessary reserves for squares, public walks and quays'.⁷

Light deliberately selected a 'difficult' site 'Because it was on a beautiful and gently rising ground, and formed altogether a better connection with the river than any other place'⁸, despite obstructions being 'greater on this particular spot than any other part of the plain'.⁹

Mindful of his duty, Light followed his instructions diligently. In creating a technical masterpiece, melding topographical sensitivity and trigonometrical survey, he reserved and dedicated vacant land facing the city and river—the park and public walk of idealists made reality as 'Park Lands'. Kingston wrote (12 November 1877):

Colonel Light's original plan of the city ... showed ... that to the south of the river ... that to the north ... surrounded on all sides by a large area of vacant land, which Colonel Light in pursuance of his instructions and with the sanction of the Resident Commissioner ... described as parks ... to be dedicated as Park Lands for the use and recreation of the citizens.

By 1839, the requirement for all land in South Australia to be sold¹⁰ seemed to threaten Adelaide's Parklands. To prevent their loss to

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Adelaide 5000.

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Gunta Groves

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My e-mail address is: _____

Name _____ Signature _____

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private speculators, they were secured from enclosure by purchase in fee simple:

*I have obtained proof that the Park Lands and other reserves in and around the city were purchased for and in the name, and upon trust for the citizens of Adelaide.*¹¹

The expenditure for the purchase of Adelaide's Parklands (£2,332) was consistent with the recommendations of the Public Walks Select Committee and foreshadowed the British Parliament's establishment of a fund for the purpose:

*Estimate of the Sum required to be voted in the Year 1841, to enable Her Majesty to issue Money in aid of Local Subscriptions, towards defraying the Expense of forming Public Walks in the Neighbourhood of Large Towns.*¹²

Ten Thousand Pounds.

In practical terms, by April 1843, of the monies voted by the British Parliament, £9,500 still remained in the Exchequer.¹³ Of the monies expended, only £300 went to the Provost of Dundee and £200 to the Provost of Arbroath.

With Adelaide's Parklands having led the way in the provision of open space for the inhabitants of towns, the 1842 Waste Lands Act¹⁴ provided authorisation for the reservation of land in all the Australian colonies for 'Places for the Recreation and Amusement of the Inhabitants of any Town or Village'.

Planned as neither a military measure nor as the lungs of a city, Adelaide's Parklands—an historic Public Walk—epitomise the nineteenth century campaign for public walks and health, and commemorate the collective determination by a town's inhabitants, then and since, to protect in perpetuity their right to freely accessible open space.

Kelly Henderson

Endnotes

¹ 5 & 6 Victoria Cap XXXVI. An Act for regulating the Sale of Waste Land belonging to the Crown in the Australian Colonies [22nd June 1842]

² TJ Maslen, *Friend of Australia*, Hurst, Chance and Co, London, 1830, p 263

³ Report from the Select Committee on Public Walks ordered by the House of Commons to be printed 27 Jun 1833

⁴ JL & B Hammond, *The Village Labourer*, Guild Books 1948 p 35

⁵ Termed the 'Great Experiment in the Art of Colonisation', and also referred to as the 'Great Experiment in Political Science, Humanity, and Religion' (*The South Australian Colonist*, 10 Mar 1840)

⁶ Letter of Instructions by the Colonisation Commissioners for South Australia to Colonel William Light, 9 Mar 1836

⁷ *ibid*, Instruction No 17

⁸ Colonel William Light's Brief Journal republished with an Introduction and Notes by David Elder in *Brief Journal and Australian Diaries*, Wakefield Press, Adelaide 1984, p 95

⁹ *ibid*

¹⁰ 4 & 5 Wm IV Cap 95

¹¹ Thomas Worsnop to City Solicitors, Messrs Wilkins, Blyth & Dutton, 19 Apr 1884

¹² House of Commons Parliamentary Papers 1841 (357–I)

¹³ House of Commons Parliamentary Papers, 1843 (187), 'Return of the Manner in which the £10,000 voted for Public Walks, 1840, was expended'

¹⁴ 5 & 6 Victoria Cap XXXVI

MEMBERSHIP APPLICATION FORM

Adelaide Parklands Preservation Assoc Inc PO Box 3040 Rundle Mall Adelaide SA 5000

Name
Address
Telephone E-mail Date

- \$15 single (full rate)
- \$25 corporate
- \$20 family (full rate)
- \$15 family (concession)
- \$10 single (concession)
- Renew
- New
- Send *Parklands News* via e-mail, OR
- Send *Parklands News* and other notices via e-mail
- Donation \$.....

Method of payment

- Cheque attached
- Money order attached

OBJECTIVES OF THE ASSOCIATION ARE TO ENSURE THAT:

- the Parklands be available for use by the general public
- the public should so far as practicable, have free and unrestricted access to the Parklands
- the Parklands should be reserved as a place for public recreation, leisure and enjoyment
- alienated areas of the Parklands are restored for recreational use, preferably as open space
- the character of the Parklands as a place dividing the City of Adelaide from the suburbs should be preserved
- the Parklands should be preserved and maintained in a manner that enhances their special place in the design of the City of Adelaide
- the amenity of the Parklands is not impaired by inappropriate development of nearby lands.

I agree to be bound by the Constitution of the Association. Signature

Please make cheque/money order payable to: Adelaide Parklands Preservation Association Inc (*not 'APPA'*)
Send to: Adelaide Parklands Preservation Assoc Inc, PO Box 3040 Rundle Mall Adelaide SA 5000

06/05

Committee 2005–2006

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Deputy President: Kym Winter-Dewhirst
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Membership:

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