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President's letter

Once again Major Projects have emerged as a major threat to the Park Lands, despite being outlawed by legislation. Courtesy of the Australian and state governments, 'nation building' funded concrete is being fast-tracked around due process by amended development regulations, demonstrating the urgent need for an independent commission against collusion.

The first stage of the new RAH, the South Australian Health and Medical Research Institute (SAHMRI) Major Project, is a prime example. Pillagers of our Park Lands are now boarding this taxpayer-funded gravy train, proposed to tower nearly 70 metres (10 storeys) over the Park Lands/railyards. In commencing destruction of a registered Aboriginal site and intending to rob us of South Australia's single most important cultural heritage site, Government has blatantly ignored Australia's obligations under the World Heritage Convention and the UN's Declaration on the Rights of Indigenous Peoples (formally endorsed by the Rudd Government on 3 April, 2009).

Given the hectares of Crown land at Bowden, Glenside, Keswick, and Wayville Showground, wasting taxpayers' funds and misappropriating precious Park Lands for a medical laboratory and major events stadium is unconscionable.

For those unable to visit our Park Lands this winter, and the uninformed who erroneously report them to be a wasted

ISSUES ON THE TABLE

- Alienated Park Lands
- Biodiversity survey
- Britannia intersection land grab
- Dying elms and other trees
- Flood mitigation works
- Glenelg Adelaide Pipeline damage
- Heritage listing of 1889 Arbor Day plantings
- Land grabs at RAH site, railway yards and for tram extensions
- O-Bahn Park Lands grab
- SACA carpark push and expansionist ambitions
- Stadium Management Authority
- Watering regime during drought
- World Heritage listing

Olives and eucalypts on the western edge of Bakkabakkandi in the early morning. Photo taken by Gunta Groves on 27 June 2010.

no-man's land, it seems incumbent upon me to report that thousands continue to actively enjoy that open space. Heavily overused areas of the south Park Lands have had to be cordoned off by Council to effect repairs; however, Council's failure to prohibit hundreds of wet-weather carparkers is damaging the southern area of Park 22 (between Goodwood Rd and Anzac Highway). This was recorded by our South Park Lands Dilapidation Survey (a photographic damage audit)—along with pitfalls (some 75cm deep), rubbish dumping, weed infestations, vehicle damaged remnant vegetation, and other abuses.

If one knows where and when to look, the Park Lands are a wonderland rather than a wasteland. In addition to golden swathes of wattle, in past weeks bright red, pink, yellow and cream eucalypt blossoms have carpeted the ground and attracted flocks of native birds. Felled logs are bedecked with orange bench fungi and fragile seasonal lilies are re-emerging. Knowledgeable guides such as Michael Sando, Janet Subagio, Andrew Crompton and Darrell Kraehenbuehl are an inspiration, with over a century of combined cumulative knowledge of the Park Lands and native vegetation.

Recent discovery of a species not recorded in the 2003 biodiversity survey has encouraged us to commence a biological inventory. If you would like to participate in this project or September's Operation Spider, or know anyone with a special interest in either area, please let us know, and register your interest. We have already sought advice from the Nature Conservation Society of SA (NCSSA) whose ecologist, Anthelia Bond, joined us for a Victoria Park site visit. Karno Walker, Chairperson of the Ramindjeri Heritage Association, who has also examined the site, commented on its potential for teaching and shared some of his knowledge of cultural heritage and stories associated with species in the Park.

NCSSA's density survey for one area, estimating 280 000 native grasses per hectare, makes Adelaide City Council's suggestion that Victoria Park's remnant species may have been 'imported' with soil seem bizarre. How does one 'import' hundreds of trapdoor spiders, and where could landfill of that quality be obtained? Darrell Kraehenbuehl has no doubt of the remnant plant community's provenance, also stating that landfill was 'more likely to



bring weeds in than native species'. Darrell was also in favour of some areas of Victoria Park being used as an outdoor classroom, giving children the opportunity to learn about natural regeneration.

This seems to be a most important goal, one which Kathleen Patitsas's commendable initiative aims to achieve by encouraging young people to discover science, environment and the Park Lands. I hope that local schools will join in our Operation Spider and Inventory projects, help to fill in the knowledge gaps and thereby assist in securing sustainable management and conservation of the Park Lands.

Kelly Henderson



Above: Darrell Kraehenbuehl, APPA Member Janet Subagio, APPA Committee Member Michael Sando, and Anthelia Bond, Ecologist for the Nature Conservation Society of South Australia Inc. visit Victoria Park. Photo: Kelly Henderson, 2010.

NEXT NEWSLETTER COPY DEADLINE:

31 October 2010
Always in search of pithy articles, educational information and comment on current issues

Adelaide Oval machinations: update

Much water has flowed down the River Torrens and under the Adelaide Bridge adjacent to the Adelaide Oval since our coverage of the proposed Adelaide Oval redevelopment in the June edition of *Park Lands News*.

Much spin, misinformation, lies, bluff, accusations of collusion, claim and counter-claim, denial of facts, contradictions and Machiavellian plots have also been flowing from the parties involved, and from those with vested interests hoping to cut themselves a slice of the action if the redevelopment proceeds.

A random selection of statements and events are listed for your bemusement:

- The Stadium Management Authority (SMA) is now due to report to State Government by 31 August 2010—Government originally insisted the June 30 deadline would not be extended.
- Premier Rann returns from overseas in July saying there will be no further money for carparking development associated with the Oval proposal, or for a ‘totally unnecessary’ bridge.
- Treasurer Kevin Foley says the government owns a lot of land in the railyards that can be cost-effectively converted into parking. (*He means illegally acquired alienated Park Lands—Ed.*) He describes the alienated Park Lands railyards as ‘industrial land’.
- Treasurer Kevin Foley announces that once the SMA agreement is signed off, ‘Cow Pat’ Conlon will assume responsibility for the project, including issues like parking and where the bridge is sited.
- Treasurer Kevin Foley struggles to recall details of sums of taxpayers’ money, meetings, and meeting dates over the proposal, and admits to inadvertently misleading Parliament.
- Former State Labor Attorney-General Michael Atkinson reveals his concerns over State Government funding for the Oval proposal, saying it would divert hundreds of millions of taxpayer dollars from roads, schools, hospitals, disability services, prisons and the criminal justice system.
- Michael Atkinson accuses an ABC radio program of being a nauseating unpaid advertisement for News Ltd and its company policy on a city stadium.
- South Australian Cricket Association (SACA) President Ian McLachlan tells *The Australian* journalist Andrew Faulkner that he has proposed Adelaide Oval No 2 ground—directly behind the Members reserve—be used for Sheffield Shield and domestic (interstate) one-day matches to avoid fixture clashes on the main arena. ‘We do have to have another first-class ground,’ McLachlan said. ‘If we can do that right next door it would be fantastic’ (*The Australian*, 5 July 2010). (Ian McLachlan doesn’t seem to realise SACA already has a first-class ground. It’s called the Adelaide Oval.)
- State Upper House Budget and Finance Committee convenes to hold public meetings into unanswered questions about who said what to whom and when over funding for the proposed redevelopment.
- The proposed pedestrian bridge over the River Torrens (deemed totally unnecessary by Premier Rann) is now being categorised as an ‘infrastructure project’, quarantining the cost from the Adelaide Oval redevelopment funding limit of \$535m.
- The Murdoch media group becomes increasingly strident in its support for the Oval proposal, having devoted its resources to undermining Football Park in favour of a new city stadium prior to the state election. (And this is despite *The Advertiser’s* own survey results failing to elicit popular support for a city football stadium at the expense of Football Park.)
- The public of South Australia becomes increasingly critical of the Oval proposal and the accompanying secrecy and cost blowouts.
- Comparisons with the State Bank disaster are being openly discussed, which is not surprising as many of the players associated with the State Bank disaster that all but bankrupted SA are involved in one way or another.
- More than seven months after the Oval announcement, Lord Mayor Michael Harbison says the Adelaide City Council (ACC) is yet to be consulted (as at late July) on anything to do with the proposed Oval redevelopment. This is despite the fact that the ACC has care, control and management of the National Heritage Listed Park Lands, on which the Adelaide Oval is located.
- The South Australian National Football League are outraged at admissions by SACA President Ian McLachlan that SACA, the Australian Football League (AFL) and State Government had been in talks for up to two years before the SANFL were invited to join table discussions. SANFL must be nervously wondering about the adage: ‘if you don’t have a seat at the table you are usually part of the meal’. Is history about to repeat itself for the SANFL?
- The Adelaide Park Lands Authority (APLA) which was created by an Act of Parliament to advise the ACC and State Government on matters concerning the Park Lands, made recommendations to the ACC, a summary of which is the following:
 1. The Oval should remain the ‘Adelaide Oval’ and that naming rights would not be allowed (SANFL is reported to want \$1m per annum for the loss of naming rights; they don’t say from whom)
 2. No carparks should be allowed to be built and no carparking, except for that permitted by the area’s Community Land Management Plan
 3. Lease fees for the area should be levied at a rate reflecting the benefits derived by the lessee (and not at a ‘peppercorn’ rate as reportedly required by the SANFL)
 4. The ACC should remain the custodians and managers of the area and it should not be excised from the Adelaide Park Lands.

Another aspect regarding the potential expansion of the Oval footprint, mostly into Creswell Garden, was discussed but did not get included in the final recommendations.

(Continued on page 4)

Adelaide Oval update

(Continued from page 3)

- At its meeting of the 26 July 2010, ACC Councillors accepted the APLA recommendations, an initiative long overdue.

There was something of a lull in the redevelopment proposal fiasco due to the impending federal election. The Federal Labor Member for Adelaide Kate Ellis tiptoed around the issue, avoiding talk of any Commonwealth funding for the proposal lest she suffer the same backlash from voters in the seat of Adelaide that saw the unfortunate demise of Dr Jane Lomax-Smith at the state election in March 2010.

SACA members (of which this writer is one) will need to decide the fate of where cricket is to be played after 140 years at the Adelaide Oval. Will SACA members support the prospect of Sheffield Shield cricket being played at Glenelg (or Oval No 2 as Ian McLachlan has laughingly proposed) with Test cricket the only cricket at Adelaide Oval? Has it really come to this?

Philip Groves

Did you hear?

The proposed new RAH in the Park Lands railyards appears to be growing in size.

In a radio interview on ABC 891 Mornings on 27 July, the project officer Dr David Panter let slip that the tenders were required to factor in a 30 per cent expansion provision in their plans for the proposed hospital. This poses an even greater threat to the Park Lands than what has already been revealed.

Right: This is Adelaide Oval No 2 on 10 August 2010: totally trashed. Most of the oval did not get the appropriate lease until well after the occupation occurred by, firstly, tonnes of contaminated soil and, secondly, by roof sections. Photo taken by Philip Groves.

Draft Landscape Master Plan

(Re-printed with permission from Gunta Groves, author of 'News From the Adelaide Park Lands Authority', edition no 6 of 18 July 2010.)

Mr Kevin Taylor from Taylor Cullity Lethlean gave a presentation on the very early stages of developing a masterplan for landscaping the Adelaide Park Lands. (Taylor Cullity Lethlean was responsible for the redevelopment designs for Victoria Square.)

The landscape masterplan for the Park Lands is one of the priorities in the *Adelaide Park Lands Management Strategy 'Towards 2020'*, which was published recently. Planning and Management Strategy 3 (p 12) says: 'Developing a Landscape Master Plan which unifies the Park Lands'.

The draft plan's presentation was full of images and statements that anyone who frequents the Park Lands would be familiar with. The thinking is based on the following ten 'guiding principles':

1. City in a park
2. Strong identity
3. Variety of activities
4. Natural and cultural heritage
5. Beautiful spaces
6. Vital green squares
7. Contemporary urban parks
8. Sustainable landscapes
9. Structures in the landscape
10. Regional context.

In addition, the draft plan divided the Park Lands into broad precincts described as:

- Open woodland/sports
- Active sports
- Civic, cultural and urban parks
- Urban gardens.

Because the content was fairly predictable and the thinking still at an early stage, board members had little to say about it.

However, a small but disturbing article appeared in *The Advertiser* (p 8, 17 July) in which Nathan Paine of the Property Council of Australia SA was reported as saying the draft plan was a 'great first step in enhancing [the Park Lands'] amenity and appeal; the next step is delivering the on-ground attractions and facilities'. When someone from the Property Council talks about 'attractions and facilities' you can be sure they're not talking about beautiful landscapes and toilets—Ferris wheels and viewing towers are more likely.

Editor's note: If you would like to receive the monthly 'NEWS FROM THE ADELAIDE PARK LANDS AUTHORITY', which reports the personal views of board member Gunta Groves, contact her on 8336 8424 or e-mail <ggroves@chariot.net.au>.



Dummy spit by SA Motorsport Chairman

Following a decision by the Adelaide City Council's City Services and Facilities Committee on 28 June 2010, annual ACC sponsorship funding of \$40 000 for the Clipsal 500 V8 race was not renewed for the 2011 event. The Lord Mayor Michael Harbison said the Clipsal 500 was an extremely successful event and Council thought it was the right time to withdraw funding given the aims of Council sponsorship, which are to support new and fledgling festivals and events in the city. Councillor Ann Moran sought to overturn this decision or to reconsider some form of sponsorship of the 2011 Clipsal 500 at the council meeting of 26 July 2010 but received little support and her motion was lost.

Roger Cook, chairman of the SA Motorsport Board, said the decision to not give funds to the event was 'stupid' and that it indicated the council did not support the event. What an extraordinary accusation to level at a council that has always given its support to this event, despite considerable inconvenience caused to city businesses, commuters and residents for weeks and months at a time every year. The ACC receives no payment from the SA Motorsport Board for its occupation of the Adelaide Park Lands every year, which would realistically amount to hundreds of thousands of dollars a year in revenue foregone by the ACC. The cost of the annual disruption caused to the community by this event would be in the millions of dollars each year!

No, Mr Cook, you may think the Adelaide City Council decision was stupid; the rest of us think it was enlightened.

What is stupid?

- Stupid is conducting the world's most environmentally unsustainable 'sport' on Adelaide's streets and in the Adelaide Park Lands.
- Stupid is State Government sponsorship of an event that embodies the two biggest contributors to road crashes in Australia: speed and alcohol.
- Stupid is the promotion of an event that is awash with alcohol, both in terms of consumption of alcohol by spectators and alcohol advertising and sponsorship of the event, the race drivers and race teams.
- Stupid is the positive reinforcement of alcohol consumption and speed on a mind-boggling scale by the race promoters. (Ironically, millions of taxpayers' dollars are spent annually by the State Government, road safety organisations and the State Government's Motor Accident Commission on anti drink-driving and anti-speeding campaigns.)
- Stupid is the lauding of V8 race car drivers as role models by event organisers and their sponsors and the media, given that V8 racing glorifies driving behaviour and driving violations in many forms of 'race rage' that helps embed the same behaviour in everyday driving on public roads.
- Stupid is the practice by event organisers of sending V8 race drivers to our schools to supposedly promote road safety messages.

Breathtaking stupidity

The Motor Accident Commission's responsibility is to provide compensation to victims of road crashes. Its other major role is to provide input and taxpayers' funds to various road safety bodies and road safety advertising programs. Since July 2006, Roger Cook has been the chairman of the Motor Accident Commission, having previously been a director of the commission since July of 2004. Can there be a more inappropriate and conflicting role than that of chairing both the Motor Accident Commission and the SA Motorsport Board?

More stupidity

In September 2008, after ten years as CEO of the SA Motorsport Board and the Clipsal 500, Mr Andrew Daniels was appointed CEO of the Motor Accident Commission. Following his ten years of overseeing high-speed driving and alcohol consumption at the Clipsal 500, Andrew Daniels is now described by the media as a road safety 'expert'!

And who is the minister responsible for the SA Motor Sport Board, the Motor Accident Commission, and these appointments? None other than that self-described 'blunt tool', State Treasurer Kevin Foley. Perhaps the State Government should cancel the annual V8 race for a few years and use the savings to replace the millions of taxpayer dollars lost by the Motor Accident Commission in foolhardy investments. It would also give the Adelaide City Council an opportunity to remediate the great swathes of the Adelaide Park Lands desecrated by the conduct of the annual V8 race.

Philip Groves

Membership renewal reminders

In early August, membership renewal reminder notices were mailed to members who had yet to renew their memberships. For members who have still not renewed, it would be appreciated if you would expedite your renewal.

It would also be appreciated that members not intending to renew their membership advise the Association

in writing to enable our records to be adjusted accordingly.

If you have received a 'reminder notice' and paid your membership renewal by electronic funds transfer (EFT), your payment may be one of the unallocated payments received by EFT with insufficient or no member name appearing on our bank statement records

to enable matching the payment. Please advise me if this has happened to you. When renewing by EFT, please ensure your bank captures your family name and passes this information to APPA's bank. Also, please return the renewal form to show that the renewal payment has been made by EFT.

Philip Groves

The O-Bahn proposal and the Park Lands

In the May 2009 budget, Federal Treasurer Wayne Swan announced funding of \$61 million for the purpose of creating dedicated bus lanes for O-Bahn buses from the point where the kerb-guided busway system terminates on Hackney Road at Gilberton. The proposal is to establish dedicated bus lanes from that point along Hackney Road for a distance of 4.4km along Hackney Road, Dequetteville Terrace, Rundle Road, East Terrace and along Grenfell and Currie Streets, to terminate at West Terrace. Many reports wrongly describe the proposal as an extension of the kerb-guided busway.

The proposal was part of the 'nation building' national infrastructure spending, ostensibly to stop the jobless ranks exceeding one million during the global financial crisis. The proposal has its origins in a chance helicopter flight when Wayne Swan and State Transport Minister 'Cow Pat' Conlon overflew the kerb-guided O-Bahn and Wayne Swan asked what it was. It was reported that the federal treasurer asked why the track didn't go into the city. That question appears to be the extent of the cost-benefit analysis of this proposal, and compares with many of the other ill-considered and disastrous federally-funded projects that formed part of the national infrastructure stimulus spending.

The Transport Minister told State Parliament on 14 May 2009 that he would not release specific details about the O-Bahn proposal because he did not want to upset anyone. The Department for Transport, Energy and Infrastructure (DTEI) promised to brief the Adelaide Park Lands Authority Board several times but cancelled every time. The last time, the DTEI representative wanted it done in secrecy, but the request was denied by the Board members and the representative left.

Productivity Commission test

On Friday 30 October 2009, *The Australian* newspaper carried a page 1 story by national correspondent Lenore Taylor saying the Rudd Government had failed its own test for assessing major infrastructure projects, according to a new Productivity Commission analysis. It reported that the nation's key economic advisory body

says the government has not 'universally applied' its own promise to subject all major infrastructure spending to detailed and transparent cost-benefit analysis. The Productivity Commission analysis cited the \$43 billion national broadband network which was not subject to a cost-benefit analysis, and several other projects in the \$22 billion 'nation building' infrastructure plan which formed the centrepiece of the May 2009 federal budget, which had either not been evaluated by Infrastructure Australia or had not been deemed 'ready to proceed' but had been funded anyway.

The analysis is entitled 'Reform Beyond the Crisis' and is an attachment to the Productivity Commission Annual Report 2008–09, which was tabled in Federal Parliament on 29 October 2009. It cites, on page 21, the \$61 million announced in the May 2009 budget to evaluate an extension to the Adelaide O-Bahn as an example of a project that was not evaluated by Infrastructure Australia at all.

The alleged potential benefits

State Government claims the aim of the proposal is to reduce congestion on the shared roads and improve bus transit times. The potential reduction in bus transit times has been reported variously as between two and ten minutes for the 4.4km distance between the exit/entry point of the guided roadway and the city or vice versa. At this point we should ask how this proposal could achieve a decrease in congestion on the shared roadways, given the examples of recent tramline extensions that have *added* to the congestion on shared roadways. What the government is really saying is there would be decreased congestion for O-Bahn buses and increased congestion for other road users.

Causes and effects

This proposal is really about displacing the inadequacies and shortcomings of the O-Bahn concept system itself, which has never realised its full potential. The government is endeavouring to 'blame' the inefficiencies of the O-Bahn system on traffic congestion on Hackney Road and city streets (remembering that the route between the guided section and the city was rebuilt and widened at the same time

as the guided section was constructed) when the real reason for increased transit times is directly linked to the compromised original O-Bahn concept.

The first stage of the O-Bahn opened in 1986 with the slogan 'One Ride For All'; that is, all suburban destinations would enjoy direct services between the suburbs and the city centre without having to change buses en route. It was this selling point that resulted in the use of a bus-based system instead of extending the Glenelg tramway system. Government wisdom of the day decided not to proceed with extending the kerb-guided system, resulting in local bus services feeding into the busway stations and requiring many users to change buses.

O-Bahn buses wait for feeder buses to arrive, thus extending the O-Bahn's overall travel times. This hardly does justice to the original one-bus concept which is fundamental to the O-Bahn idea. The ticketing system also causes delays when buses are held up at the stations while passengers pay the driver for their tickets.

Potential Park Lands effects

A State Government report to Federal Government has indicated up to nearly 10 000 square metres of Park Lands would be lost to this project. Road widening and bridge alterations for the dedicated bus lanes could potentially affect Park 10 (Warnpangga), Park 11 (Tainmudilla), Botanic Park, the Botanic Gardens, The Wine Centre, Park 13 (Rundle Park/Kadlitpinna) and Park 14 (Rymill Park/Mullawirraburka).

Up to 1800 trees and plants would be removed, including approximately 100 significant trees. The report states a significant number of breeding sites for the yellow-tailed black cockatoo (which is close to being declared an endangered species) and the common brushtailed possum, the grey currawong and the crested shrike tit would be affected. The report also concedes a significant loss of 'visual amenity' on the city fringe and that the roadworks and loss of vegetation would contribute to greenhouse gas emissions in the city.

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The O-Bahn proposal and the Park Lands

(Continued from page 6)

Other potential impacts and effects

It is believed that thousands of motorists would be unable to make a right-hand turn on to Hackney Road from Botanic Drive after a visit to the Adelaide Zoo, the Botanic Gardens or Botanic Park. It is also understood that right-hand turns from Hackney Road to Richmond Street at Hackney would be prohibited. (This is an important access road for residents of College Park and St Peters.) There are numerous other potential impacts, including those on city streets, which are yet to be revealed.

Summary

O-Bahn buses already enjoy speedy (up to 100 km/h) passage on the guided 11.8km roadway. Transport SA should be creating greater efficiencies within the feeder and guided systems and not visit these inadequacies on the rest of the city. There is no case to support the privileged treatment of O-Bahn buses once they leave the dedicated O-Bahn environment. They are no longer 'O-Bahn' buses once they leave the O-Bahn system, when they then become just buses, like the hundreds of other buses throughout the metropolitan area.

Why should potentially thousands of citizens be significantly and permanently inconvenienced (along with a greater consumption of fossil fuel) to achieve a flawed benefit for O-Bahn users? The Rann Government has visited some truly half-baked public transport 'solutions' on South Australians. This is one more. The Federal Government must not fund this folly.

Philip Groves

Right: Park Lands along Hackney Road under threat of the O-Bahn extension. Hundreds of trees would go. Photo taken by Philip Groves on 10 August 2010.

Trees and the urban environment

(Originally printed in the July edition of the Friends of the Waite Arboretum newsletter. Reprinted with permission.)

One of the major objectives in establishing the Waite Arboretum was to evaluate a range of species and assess their suitability to the local environment. This objective has been further enhanced with the establishment of TreeNet.

With the current discussion about climate change, the relationship of trees to the urban environment has become of even greater importance. There are two reasons for this.

Firstly, if the climate is indeed warming, then we need to take urgent action to ameliorate the effects on our ability to cope with the extra stress on everything that lives within the world's cities. Already there are plans to place roof gardens on new city buildings, for example. Secondly, our cities have developed what is labelled the Urban Heat Island (UHI) effect.

Because of the large thermal mass of city buildings and roads, during hot weather it takes much longer for cities to cool than the surrounding rural areas. Obviously, the larger the city the bigger the problem. This can also create intense vertical movement of air masses over a city, increasing the intensity of local storms.

Adelaide is more fortunate than many cities, with Colonel William Light's plan of surrounding Park Lands.

The City Council seems to be making an honest attempt to plant more trees in the Park Lands, but that whole area is always under constant threat of alienation to buildings, temporary and permanent. This is very bad policy when we know that the wonderful shading and cooling effects of trees and open parkland will be the very thing that will save a growing city from falling victim to increasing heat and pollution.

Peter Waite's wonderful legacy at Urrbrae at least creates a green island in the south-eastern suburbs.

Bryan Milligan

The tale of too many twits

The latest attack on South Australians by an employee of the SA division of the Property Council occurred on 29 June 2010 when its public affairs manager George Inglis released an outburst on Twitter.

Referring to the proposed Adelaide Oval redevelopment, Mr Inglis posted a stream of invective in so-called tweets attacking South Australians, saying, amongst other things, that he was 'sick of Adelaide and its citizens' and 'we had a chance to make this city great, but now parochial bullshit and political pettiness has killed it'. Another

(Continued on page 8)



How to value parks and Park Lands assets

How do governments and councils value parks and park lands that they own and/or care for? Very often, these assets are held on the organisation's asset register at a nominal value. In England, there is a move away from the traditional historic cost accounting and depreciation method to a current value asset-based method.

The Commission for Architecture and the Built Environment (CABE) advises the English government on architecture, urban design and public space. CABE has published a study entitled *Making the invisible visible: The real value of park assets*. In the study's introduction, CABE points out that even the largest, most spectacular parks are often valued on a council's list of assets at just £1. As a consequence of parks being downgraded in this way on council lists of assets, they are financially 'invisible'.

This way of valuing parks means there is no reason to assess methodically the quantity and condition of the assets in each park, assets which can be, and often are, extremely valuable. The report

points out that without this information, it is harder for park managers to manage their assets strategically, anticipate future expenditure requirements and plan over different periods. It makes it difficult for managers to put forward well-evidenced arguments for adequate funding of parks and green spaces and negotiate confidently in a climate of tightening budgets.

The report suggests alternative ways of valuing parks. It provides a starting point in quantifying the considerable financial value of the physical assets often contained within parks. It suggests ways that green space managers can use this information to improve the delivery and management of these spaces and implement the sort of housekeeping that is routine elsewhere within local authorities. It offers a new framework for measuring the asset value of parks and identifying some of the value they bring to local communities. It is food for thought for all levels of government here.

I was struck by a quote in the study which has universal appeal. Frederick Law Olmsted, an American who is probably one of the most foremost landscape architects ever, said this in 1880:

When the principal outlay has been made, the result may, and under good management must, for many years afterwards, be increasing in value at a constantly advancing rate of increase, and never cease to increase as long as the city endures.

Frederick Olmsted was a champion of the City Beautiful movement in America and is generally acknowledged as the founder of American landscape architecture. He was born in Hartford, Connecticut. If only he had been born in Portland, Oregon the Rann Government might have more respect and appreciation for the Adelaide Park Lands.

To view or download the full CABE study, go to www.cabe.org.uk/publications.

Philip Groves

Legal action over railyards

On 23 July 2010, the Kurna Nation Cultural Heritage Association lodged an application with the Supreme Court of South Australia for a judicial review of every decision made by State Government's Aboriginal Affairs Minister relating to the proposed Commonwealth-funded Medical Research Centre and the proposed new Royal Adelaide Hospital. Had the application succeeded, the court could have ruled all ministerial decisions about the two sites invalid. SA Health was forced to stop major work on the site for the Medical Research Centre. The project was launched on 13 July by Federal Health Minister Nicola Roxon and State Health Minister John Hill, accompanied by Federal Labor Member for Adelaide, Kate Ellis. The launch took place even though the work had not received ministerial approval from the new State Aboriginal Affairs Minister Grace Portolesi. The Aboriginal Heritage Act requires ministerial approval agreement to 'damage, disturb or interfere' with the site.

The Kurna Nation Cultural Heritage Association chairwoman is quoted as saying the planned projects would destroy one of Adelaide's most important cultural and archaeological sites, as the site has been

home to the Kurna Nation for thousands of years. It is a ceremonial site and still rich in Kurna spiritual beliefs, even though it has been damaged by past activities. The chairwoman said the Kurna community was not opposed to the health institute or a new hospital, just not at the railyards.

On 10 August, the application for a judicial review was refused. The Kurna Nation Cultural Heritage Association has vowed to appeal the decision. Work on the site then recommenced after the Aboriginal Affairs Minister approved a new authorisation to 'damage, disturb or interfere' with the site.

The site for the proposed Medical Research Institute and adjoining Royal Adelaide Hospital is alienated Park Lands used as railyards. This area of the Park Lands is also arguably one of the most important sites in Adelaide as it is the location of William Light's original camp. When the Adelaide Park Lands and City Layout received Australia's highest heritage honour by being included on the National Heritage List on 7 November 2008, this area of the Park Lands was suspiciously excluded from the Listing.

Philip Groves

The tale of too many twits

(Continued from page 7)

said: 'Let's all move to Melbourne and let this shithole fester in its own juices' and, 'it's easy to blame North Adelaide and parklands nuts for our problems, but when we all want everything for nothing, nothing will happen'. Mr Inglis subsequently withdrew his tweets and proffered a regretful apology.

The executive director of the SA division of the Property Council Nathan Paine said the twitterings of Mr Inglis were 'injudicious' and did not reflect the organisation's views. Mr Paine himself is no slouch when it comes to the denigration of South Australians (see 'A Paine by name, a pain by nature', *Park Lands News* June 2010).

South Australians wishing to contribute to the cost of a bus fare to Melbourne for Mr Inglis should contact the Property Council.

Philip Groves

Editor's note: Apologies for the bad language; it was part of the original.

Abuses continue at Adelaide Oval No 2

At its meeting of 26 July 2010, the Adelaide City Council agreed to a variation of the Special Purpose Lease previously—and retrospectively—granted to SACA for a soil storage stock pile after it had illegally dumped thousands of tonnes of soil on Oval No 2. As predicted in the June 2010 edition of *Park Lands News*, the ACC has now retrospectively agreed, subject to a public consultation, to a variation of the soil stockpile lease to allow SACA to store massive steel roofing and cladding structures on Oval No 2. SACA commenced this storage use illegally in May 2010!

Initially the ACC appeared to have agreed to this variation to the Special Purpose Lease without referring the matter for public consultation as they are required to under the Community Land provisions of the *Local Government Act 1999* and provisions of Council's own Public Communication and Consultation Policy, which states:

202—Alienation of community land by lease or licence

(1) A council may grant a lease or licence over community land (including community land that is, or forms part of, a park or reserve), and

(2) Before the council grants a lease or licence relating to community land, it must follow the relevant steps set out in its public consultation policy.

(6) A lease or licence must be consistent with any relevant management plan.

Why is the ACC facilitating SACA and its builders to thumb their noses at due process, not to mention breaches of the Local Government Act by the ACC? Has the ACC abandoned its responsibilities as custodians and managers of the Adelaide Park Lands on behalf of all South Australians?

APPA opposed the use of Oval No 2 as a construction camp for SACA's western grandstand development because it was obvious to everyone but the Adelaide

City Council that SACA and its builders were always planning to use the area for whatever purpose they chose. Instead of being required to halt events at the Adelaide Oval for the duration of the western grandstand development, SACA has been allowed to continue with its events at the Adelaide Oval whilst it trashes the surrounding Park Lands with construction camps, soil dumping and building infrastructure storage. All of these activities should have all been contained within the Adelaide Oval lease area.

The public of South Australia need to be very afraid for the future of our Park Lands if what is being allowed to happen at the Adelaide Oval is a sample of what is to come.

Philip Groves

STOP PRESS: On 18 August 2010, the ACC advertised a public consultation over an application for a variation of SACA's Special Purpose lease even though SACA will have been using the area for over four months.

Wake-up call for SA Auditor-General

On 3 August 2010, Treasurer and Minister for Rev Heads Kevin Foley released the 'economic benefit' to the state for the 2010 V8 race through Adelaide's streets and Park Lands to be \$33.76m, compared to \$33.5m in 2009. On 4 August, *The Advertiser* ran the government press release together with a fulsome editorial, although there was a noticeable absence of a commercial interest declaration from the News Ltd newspaper.

In NSW, there is a different take on the 'economic benefit' of their V8 race, conducted for the first time in December 2009 through the streets and parks at Olympic Park in Homebush. On 6 June 2010, the *Sydney Morning Herald* published an article by motorsports journalist Peter McKay, reproduced in full below with the permission of the *Sydney Morning Herald*:

Time to yank the handbrake on Taxpayers' 500

If it smells like a sewer, there's a good chance it's no perfumed garden. And the Taxpayers' 500, the State Government-

backed V8 supercar street race at Sydney Olympic Park, is now incontrovertibly and officially on the nose, according to the Auditor-General's report. The report found that the race was pushed through Cabinet without a robust financial analysis and without proper controls to deal with conflicts of interest.

In truth, it always was a sad idea, from the moment it was first bowled up to the Labor rabble not once but several times by the fast-talking men from the Gold Coast offices of V8 Supercars Australia.

The Fairfax media led the call for the government to practise caution, and highlighted conflict-of-interest links between former Labor Minister Ian Macdonald and a friend or two of V8SA's Tony Cochrane, and asked why taxpayers should underwrite the private business that is V8SA.

The street race wasn't even a popular cause among the local motor sporting community. Across Sydney it was hard to find many in favour.

The smart media were asking questions that the Premier should have been tossing at Macdonald. No one in power in Macquarie Street deigned to listen. Not Nathan Rees, nor his successor as Premier, Kristina Keneally.

It's history now that the paying crowd numbers were overdone, that the taxpayers' tip-in was far greater than foreshadowed and that the economic benefit was not near expectations.

NSW should do what the ACT government did some years ago, grow a backbone and get out of the dumb, ridiculous deal.

Perhaps the South Australian Auditor-General could be prevailed upon to conduct a rigorous cost-benefit analysis of the Adelaide V8 race. One can only speculate on what the outcome might be. Until we see the other side of the ledger, claims by the government concerning the event's 'economic impact' remain just that, unsubstantiated claims that deny all of us our basic right to informed detail.

Philip Groves

APPA has its say on Victoria Square

(The redevelopment proposals for Victoria Square were opened to public responses on 10 May 2010. APPA made a lengthy submission, extracts of which are provided below.)

...
The Association would ... have preferred to assist the Corporation to address errors and omissions in the Victoria Square draft masterplan ahead of its release for public consultation. Having been denied that opportunity and given its current unsuitable form, the Association is unable to support the draft design proposed for redevelopment of Victoria Square on several grounds, and provides herein detailed comment on the following:

1. Lack of credibility
2. Failure to recognise and conserve cultural significance
3. Failure to conserve vistas into, through and from the Square, and views within the Square
4. Failure to increase accessible green open space
5. Unwarranted cost.

...

1. LACK OF CREDIBILITY

...

Tram Line Clearance Envelope

The purported tree plantings in the western Perimeter Gardens cannot be a valid depiction since it apparently breaches operational requirements of TransAdelaide for vegetation to comply with the requisite Tram Line Clearance Envelope and Department of Transport, Energy and Infrastructure Guidelines for Electrical Safety for Trees and Powerlines, see 'Standard Detail for Tram Line Vegetation Clearance Envelope', TransAdelaide Drawing No. 735-A3-2010-193 (Attachment A) at <www.dtei.sa.gov.au/energy/publications>.

To comply with operational requirements for the Tram Line Clearance Envelope it is expected that the proposed symmetry of the draft proposal's Perimeter Garden tree plantings would not be achievable and that illustrations purporting to position trees along the tramline are not reasonable or realistic.

Superficial/flawed grasp of Adelaide's history/heritage and Victoria Square's raison d'être

The draft incorrectly asserts that Victoria Square is owned by 'The Crown'. The land comprising Victoria Square was nominally alienated from the Crown in February 1836 with the establishment of the British Province of South Australia, and reserved and set apart for the citizens of Adelaide as a public walk in William Light's Plan for the City of Adelaide, 1837 (note: NOT 1836 as incorrectly stated by the draft masterplan).

In 1837 Victoria Square was named for Princess Alexandrina Victoria (later to become Queen Victoria), not in 1836 as incorrectly stated by the draft masterplan.

William Light's Adelaide Plan set apart Victoria Square to be one contiguous area, not two separate rectangles as incorrectly asserted by the draft masterplan.

...

Reversal of Council policy on the removal of buildings, including toilet buildings

The proposal for six additional buildings in Victoria Square, including buildings which are transport/commercial/retail, and with toilets, changerooms, and showers, is totally inconsistent with Council's established position on removal/demolition of buildings to return alienated Park Lands to open space. The draft masterplan represents an unjustified total reversal of Council's past practice of removing buildings/structures from Victoria Square. At the time of demolition (of the toilet block) Council was well aware of representations regarding conversion to a café and remained steadfast in their removal of building structures.

...

Potential conflict of interest and lack of open and accountable process/selective 'conversations'

In ignoring the values that could secure Adelaide a place on the highly prestigious World Heritage List along with associated publicity and marketing as an international destination for cultural tourism, the Victoria Square draft masterplan seems reprehensibly focused on providing Council event staff yet another event venue when Council has

already repeatedly proven to be incapable of sustainably operating, maintaining, or repairing, existing devastated event sites within Victoria Square and the Park Lands.
...

Fails to acknowledge State and World Heritage potential and National Heritage values

As stated by Professor Randy Stringer, World Heritage is a 'pro-development initiative', albeit a different type of development to that which many may be familiar with. The Association believes that every effort should be made to avoid copycat imitations of Melbourne, Brisbane, or any other such place, which dilutes and degrades the unique characteristics and qualities of Light's Plan.

The conservation of Adelaide's distinctive cultural heritage, our market advantage, should be the central consideration in any proposals affecting Light's Adelaide Plan and its several components, including Victoria Square.

The draft masterplan fails to acknowledge the site's potential for State and World Heritage listing, has no regard to the cultural significance and cultural heritage associated with these and has thereby omitted to address the crucial issue of whether or not the draft masterplan would conserve the heritage values of the site.

...

The Association's State Heritage nomination of Victoria Square, dated 3 September 2009, included recommendation that the South Australian Heritage Council exercise its powers pursuant to the *Heritage Places Act 1993*, Section 14 (7)(b), to designate the site as a State Heritage Place 'of archaeological significance'.

The site is also entered on Australia's Register of the National Estate, as the Victoria Square Conservation Area.

...

2. FAILURE TO RECOGNISE AND CONSERVE CULTURAL SIGNIFICANCE

The lack of detailed knowledge of the history, heritage and cultural significance of the site and the lack of recognition

(Continued on page 11)

USE OUR E-MAIL SERVICE

Some people have already seen the light (pun intended) and sent in their e-mail addresses. If you would like to receive the *Park Lands News* by e-mail as a PDF, fill in the form below and mail it to the following address:

Adelaide Park Lands Preservation Assoc Inc
PO Box 3040
Rundle Mall SA 5000.

E-mailing newsletters to members saves us printing and mailing costs.

You can also download PDFs of the current and past newsletters from our Web site at <<http://www.adelaide-parklands.org>>.

Gunta Groves

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My e-mail address is:

Name Signature

Address

APPA has its say on Victoria Square

(Continued from page 10)

of basic historical facts, meanings and understandings can only compromise the recommendations of the draft masterplan. In addition to the broader understanding and awareness the design seems to fail to acknowledge or to conserve:

- the existing park use as a place of respite, public walk and haven from the bustle of the city
- the Desert Ash specimen
- the Queen Victoria statue and rectangle
- the Stuart statue
- the Sturt statue
- the Benchmark
- the Halley's Comet time capsule
- the northern square paving
- the southern square paving
- the Three Rivers fountain
- the drinking fountains
- the Flinders Street kerbing
- the Franklin Street kerbing.

3. FAILURE TO CONSERVE VISTAS INTO, THROUGH AND FROM THE SQUARE, AND VIEWS WITHIN THE SQUARE

The proposal to construct massive steel pillars and 'arbours' along the eastern and western sides of the Square fails to conserve the Grote-Wakefield roadscape views to the hills and the sunset. Other proposed elements would alter the King William St north vista and King William St south vista, and views within the Square to other areas and to adjacent historic buildings. The obstruction of sight lines

caused by constructions, excavations and changes to levels and dense plantings do not seem to have been informed by any regard for the historic views or the conservation of historic elements and intervisibility.

4. FAILURE TO INCREASE ACCESSIBLE GREEN OPEN SPACE

Although reduction of the area occupied by roadways is welcome, the Association notes with concern that the draft masterplan does not propose to deliver any appreciable increase in accessible green open space.

Existing

39%	Roadway
32%	Soft landscape (31% lawn and 1% flower beds)
24%	Hardscape (plaza, footpath, fountain, statues, etc)
5%	Tramline

Proposed

38%	Hardscape (plaza, footpaths, fountain, statues, etc)
32%	Soft landscape (7% lawn and 25% gardens)
25%	Roadway
5%	Tramline
...	

(The whole submission is available on the APPA website at <www.adelaide-parklands.org> or by requesting a copy from APPA, PO Box 3040, Rundle Mall SA 5000.)

Park Lands farmyards

Premier Rann's 'Thinker in Residence' program has delivered South Australians a mixed bag of benefits to say the least. In mid-June, American developer Tiffany Sweitzer was in Adelaide for a week-long series of meetings with government departments and building industry bodies. Unsurprisingly, Ms Sweitzer is from (you guessed it) Portland, Ohio.

A news release from the Property Council said her appearance in Adelaide 'is supporting the Adelaide Thinkers in Residence program as it strives to bolster the uptake of higher-density living residential products in South Australia.'

A story in the *City Messenger* of 23 June 2010 reported part of Ms Sweitzer's visit as follows:

The city Parklands, hidden laneways and tram network are its best—but wasted—assets, world leading development expert Tiffany Sweitzer says. Ms Sweitzer, who is in town for the Thinker in Residency program, says offering more activities in the city's green belt, such as playgrounds and mini animal farmyards, are keys to boosting the CBD population. 'You have these beautiful parks but they're so underutilised,' she says.

It sounds like Ms Sweitzer might have been briefed by Minister 'Cow Pat' Conlon!

Philip Groves

NEW MEMBERSHIP ONLY APPLICATION FORM 2010–11
Adelaide Park Lands Preservation Assoc Inc PO Box 3040 Rundle Mall SA 5000

Name

Address

Telephone E-mail Date

- | | |
|-----------------------------------------------------------|-----------------------------------------------------------------|
| <input type="checkbox"/> \$25 single (full rate) | <input type="checkbox"/> Send <i>Park Lands News</i> via e-mail |
| <input type="checkbox"/> \$30 family (full rate) | <input type="checkbox"/> Donation \$..... |
| <input type="checkbox"/> \$35 corporate | |
| <input type="checkbox"/> \$15 single (student/concession) | |
| <input type="checkbox"/> \$25 family (concession) | |

Method of payment

- | | |
|------------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Cheque attached | <input type="checkbox"/> Money order attached |
|------------------------------------------|-----------------------------------------------|

OBJECTIVES OF THE ASSOCIATION ARE TO ENSURE THAT:

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

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

Please make cheque/money order payable to: Adelaide Park Lands Preservation Association Inc (*not 'APPA'*)

Send to: Adelaide Park Lands Preservation Assoc Inc, PO Box 3040 Rundle Mall SA 5000

09/10

Committee 2010–2011

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Secretary: TBA
Treasurer: Philip Groves

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Luciana Larkin
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**The APPA
Committee is still
searching for a
secretary. If you
are interested or
know someone who
might be, please
contact the
committee through
the Association's
PO Box.**

Contact

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Membership:

Membership of the Association is open to all who support the objectives of the Association. Members receive the *Park Lands News* four times a year.