

# Civic Review 2010

## WELCOME

Welcome to the Civic Review of 2010: a year of some outstanding awards and disturbingly outrageous brickbats.

The South Australian Branch of the Royal Institute of Architects organised the first meeting of some 300 architects, politicians, councillors, business leaders and citizens in 1969 to work out how to redress the urban blight of the 1960s. Much has happened since and today the public is much more aware of the problems and ready to take action.

Despite all this, today the 60s are back and now the Adelaide Hills are threatened by suburban blight. It's unnecessary, as all that is needed is good planning and the ability to carry it through, but our leaders don't seem to be capable of this. What can we do? Was the original meeting in vain?

We can see around the world today that things can be much worse. It's only by struggling against incompetence and vested interests that we, as a community, can maintain the quality of life that we have developed.

In the 1970s the Civic Trust was composed of architectural activists: movers and shakers that had power over design in our community. But economic rationalism smothered this movement and the initiatives weakened.

Narrow interests that are focussed only on one aspect, whether it is money, power or basic acquisitiveness in any of its forms, will always ignore general issues such as quality of life or the quality of our environment.

The Civic Trust does not focus only on single issues. If we receive a nomination for an award or a brickbat it is a signal that an area should be investigated. The problem of trees left to die for lack of water in the Adelaide Park Lands was nominated as a brickbat in 2008 but the jury didn't only consider the trees. It looked at the management of water in Adelaide – why were trees dying when stormwater was running freely out to sea (and killing sea grasses in the process)? This was clearly a government management issue and we gave a brickbat to the government for its poor management of water. This received serious attention in influential circles. Community activism followed and today the government is taking notice.

We need to keep taking these initiatives and bring the public along with us. We need active people who can recognise initiatives and act on them. We need you. Check out [civictrust.net.au](http://civictrust.net.au) and get in touch.

I look forward to hearing from you,

Darian Hiles  
Chairman, Australian Civic Trust Inc.  
Incorporating the Civic Trust of South Australia

23<sup>rd</sup> November 2010

# 2010 REVIEW

Nominations were received this year for some excellent award projects, including:

- Department for Families and Communities, Housing SA projects continuing to lead the industry.
- The saving and conservation of the Beresford Arms Inn due entirely to the leadership of the Adelaide City Council
- The major changes to the Australian political scene through the initiatives of the three Independents – an award at Federal level.
- World's best practice for the MFS Fire Station at Seaford.
- The restoration of the Kingston Street Bridge in Burra.
- The external conservation of the Santos Museum of Economic Botany.
- The Colebrook Reconciliation Project.
- Saving the Clipper Ship "City of Adelaide"
- The establishment of JusticeNet SA, providing legal support for people in need.
- Clunes "Back to Booktown" in Victoria, our first interstate award.
- The Beyond Today Residential Land Development.
- Affordable Housing in Mansfield Park

Brickbats were focussed on two State Government projects that have major shortfalls: the lack of an integrated transport plan for Adelaide and uncontrolled and unnecessary urban sprawl in the Adelaide Hills. The overall direction this year appears to be an increase in initiatives by individuals who also have the skills to carry them through and a corresponding increase in the manipulation of society, particularly in the financial area, by vested interests.

The Global Financial Crisis was the culmination of this trend, where the US government bailed out major companies at a time when they could bank the grants and borrow the funds they need at negligible interest in overseas markets. A similar process operates with the land banks that developers hold while governments give them new land in greenfield areas. The donors benefit but the taxpayer pays, with a lack of information preventing an understanding of what is happening. Government activities in this area are a disgrace. This is a critical civic issue that needs to be addressed.

Certain major projects have not been mentioned in the nominations, such as the 30-year plan for Adelaide. This is simply because the nomination process depends on public initiatives in identifying areas of interest. Once nominations are received, the Trust co-opts people with knowledge and expertise in the relevant fields and they volunteer their time to act as jurors to evaluate the nominations. We do not have the resources of the State Government but we aim for the kind of independent evaluation that has become extremely rare in today's specialised, single-issue world.

Last year we identified threats to open space and the current weakness in planning, both in keeping to existing plans, such as urban boundaries, and in developing and maintaining plans for the future such as water, energy and hospitals. These have now come to fruition with a vengeance. In 2009 we predicted that:

*"2010 will mark accelerating changes, particularly as a result of international agreements on climate change. These will affect us all in the most basic of commodities, including water, energy use and urban development – integrated, unavoidably, with transport."*

We need to develop ways to act on what we can see coming.

The pressure is increasing but change is not happening through our party-political system. In fact the pendulum swing from one party to another seems to be moving backwards. We need a new approach.

Community action and political reform are now more urgent than ever.

# THE HUGH STRETTON AWARD FOR INNOVATION IN RESIDENTIAL DEVELOPMENT

## DEPARTMENT FOR FAMILIES & COMMUNITIES HOUSING SA

During the Awards process it became clear that Housing SA should be considered for a special award. Each of the projects below received very favourable consideration but taken as a whole, special attention is warranted. The projects are:

### INSPIRE AT NOARLUNGA CENTRE

**Project Leader: Terry Menadue**

**Recipient: David O'Loughlin**



This medium density housing project is in two stages with about 40 homes in each. It utilises a simple but clever road arrangement with an outer boundary loop road and a central shared-use path.

The loop road fronts onto an existing bush reserve to the east with controlled pedestrian access and a new landscape buffer open space reserve to the west designed to accept water off the roads and car park areas and partly retain and take stormwater over a grass swale before leaving the site. This approach is strongly commended in taking out grits and oils prior to leaving the site and protecting the Onkaparinga River. Existing roadside eucalypts have been retained and incorporated into the landscape.

The subdivision design, orientation and building design, and landscape treatments have been well integrated and demonstrate high standards in Crime Prevention through Environmental Design.

### SALISBURY NORTH URBAN IMPROVEMENT PROJECT

**Project Leader: David O'Loughlin**

**Recipient: David O'Loughlin**



Salisbury North represents an urban planning miracle, with the transformation of a national disgrace into a visionary model of suburban rejuvenation, community building, affordability, job creation and socio-economic inspiration. Using a consultative, "carrot" approach, rather than the Major Project "big stick", it provides the most vivid contrast to the devastation of Port Adelaide and its community.

This was an area with entrenched disadvantage and social exclusion, ageing infrastructure and public housing with little community cohesiveness and high unemployment, yet this project has been able to reverse this decline and create a vibrant, strong new community.

The local economy has benefited from the investment by Housing SA of more than \$100 million in residential and civic projects and infrastructure, and local businesses are benefiting from the influx of new families to the area.

## APARTMENTS, 22 IFOULD STREET

Project Leader: Julian Aggiss

Recipient: David O'Loughlin



This project is very good in terms of meeting special needs and 'affordable housing' objectives in the city, and its location in terms of access to employment, education, retail and community services. The location is off heavily trafficked roads with good amenity. The lot shape allows for north/south orientation with good energy and light from the south and the new building fits reasonably with the adjacent heritage building.

This project is an important case study that introduces the urban design/architecture typology closer to that intended by Wakefield and light: to be able to contain the metro area within 150square miles, still with parklands and even "productive tracts". It represents the likely inner city {or inner suburb} optimum density/human scale typologies of say 3 to 5 storeys

Other examples include:

- **Radburn** planning concept, now refined to the more local-scale "**Home-zone**" schema.
- **Princes Street** Port Adelaide, a remarkable project featuring form-follows-function concepts including affordable sustainability, adaptability and deference to locality and vernacular (e.g. "Tin Town").
- **Noarlunga Centre:** The original design concept, decades ahead of its time – an urbane, mixed-use, "New York, New York" 24-hour inner city, centred on a railway centre.

In scope, diversity and quantum, Housing SA's achievements must be viewed as an exemplar of triple-bottom-line business planning, especially in the context of time and place. In a prosperous state in a prosperous "lucky country", housing affordability for purchase and renting has presented a seemingly insurmountable challenge.

To meet this, Housing SA is continuing, if not expanding, its tradition of innovation and creative management and planning and has excelled in many aspects of residential development, including housing affordability, sustainability, inclusion, consultation, participation, inner-city repopulation and Aboriginal housing.

These projects illustrate the achievements of Housing SA and the justification for the highest award in residential development.

## AFFORDABLE HOMES PROGRAM

Project Leader: Alice Lawson

Recipient: Alice Lawson



This is a tremendously important program by the Department for Families & Communities, Housing SA and is arguably its most pertinent initiative for 2010, using a more visionary approach to address the home affordability situation by increasing supply in a diversity of developments.

The Ifould Street project, for example provides inner city affordable housing opportunities, at the same time as helping to "repopulate" the CBD.

The program as demonstrated by the 4 projects submitted to the Civic Trust this year represents a new creative energy in meeting housing needs in Metropolitan Adelaide by the State Government. To have projects in Salisbury, Noarlunga and Adelaide City is a good spread across the metropolitan Adelaide. Each project provides excellent case studies in funding and design.

Alice Lawson and Dave O'Sullivan in particular need to be commended for driving the program and projects.

# THE AUSTRALIAN CIVIC TRUST AWARD FOR POLITICAL REFORM

**Recipients: The Honourable Tony Windsor MP, Robert Oakshott MP and Bob Katter MP**

Most Australians pay little attention to matters of political process. We complain about (or award brickbats to) the outcomes of parliamentary deliberation and ministerial decision-making. Yet, reforms to our political institutions take a back seat in public debate (understandably) to more immediate concerns. That suits the decision-makers.

The three independents, in convincing the two alternative prime ministers to sign up to their "Agreement for a Better Parliament", showed not only foresight but a good deal of political nous. Some of the contents of that document, such as reforms to Question Time and additional debating time for private members' bills, have been widely canvassed.



Perhaps as important will be changes to the committee system, which will go some way towards moving Australia away from an adversarial political culture to a more consultative approach.

These measures were so clearly needed that both of the major parties had advocated them in the past decade from opposition, only to see the virtues of executive fiat once they gained office. Oakeshott, Katter and Windsor took their moment in the spotlight to ensure that when the fine balance that the electorate provided at the ballot box passes, they will leave as their legacy much more than the usual pork-barrel spending that parliamentary deal-making so often produces.

## THE IAN MACDONALD AWARD

### CONSERVATION OF BERESFORD ARMS INN

**Project Leader:**

**John Greenshields**

**Architect:**

**Sam Hosking**

**Recipients:**

**Adelaide City Council  
Flightpath Architects**

The 1839 Former Beresford Arms Inn, Adelaide's oldest surviving hotel and listed as a State Heritage place, was used as residence until 2002 when a fire caused extensive damage to the central rooms.



It was subsequently left uninhabited and was eventually purchased by Adelaide City Council in 2006.



The challenge in the restoration was to minimise the removal of any original fabric.

It was decided that the most important phase of the building was during its operation as a hotel, between 1840 and 1860. The existing front verandah, added in the 1890s, was removed to allow the building to be presented as it would have been in the 1840s. The kitchen, added in the 1920s, was also removed.

The Adelaide City Council has given great service to the people of Adelaide by saving the Beresford Arms and pursuing this exemplary conservation against all odds, resulting in the preservation of a rare example of Adelaide's colonial architecture. John Greenshields in particular, who suggested its purchase at a time when its future existence was seriously in peril, is to be congratulated for identifying the opportunity and driving the project to an excellent conclusion.

## MATERIAL CATEGORY

The new entrance to the Adelaide Zoo was nominated for an award but whilst it has given space back to the public realm and is to be praised in architectural terms, the brief for the architects did not extend to the consideration of the old iconic entrance on Frome Road. This is most unfortunate, as the original polychrome walls and columns are still the most prominent and identifiable feature, yet they appear to have been treated with contempt. The southern pillar is left damaged in a state of disrepair and the perforated grey metal screening competes directly with the brickwork, chokes the capitals of the beautiful palisade fence and partly scribes into the pier capitals in a most clumsy way.

The original gates, once a wonderful peek for children into the fascination of the animal enclosures beyond, remain but now enclose a cluttered storage area for hire bikes. It is still arguably the best location for an entrance and perhaps as a result the new entrance is not clearly positioned and lacks a visual identifier.

The original creek with its natural surrounds, a perfect introduction to the animal habitats of the Zoo and which was once the venue of a Festival play because of its stunning beauty, has been denuded of its vegetation and stately trees. This natural ambience is sorely missed. The architectural brief, in not allowing an integrated approach for the entrance, has divorced the architectural outcome from the public one. It is a serious concern that this has been allowed to happen.



New screening



Condition of heritage column



New entrance from Frome Road at bridge

# AWARDS

## SAMFS FIRE STATION, SEAFORD

**Project Leader: Denis Harrison**

**Recipient: Department for Transport, Energy and Infrastructure (DTEI)**

This project is outstanding in many ways as outlined below and deserving of an award.

The fire station site is well located on Seaford Road mid way between Main South Road and Commercial Road, thus providing effective response to existing and expanding urban development in accordance with MFS operational standards.

The location along Seaford Road is on the rise, giving extra visual status to the building.

The building is an unmistakable design as a Fire Station with the bright red engine rooms central to the complex and complementing office/training room to the eastern side and the dormitory/living space set back on the western side. The building utilises very effectively the southern orientation for south light and has minimum window treatment to east and west. Bright colours and feature brickwork on the western wall provide a degree of 'public art'.



The fences, of soft cream complementing the adjacent fields, effectively screens service areas.

Water conservation includes five 10,000 litre rainwater tanks capturing roof run-off plumbed for secondary use within the facility and also a stormwater detention area capturing run-off from the driveways and storage areas.

Some 60 photovoltaic cells are provided on the north facing saw-tooth roof.

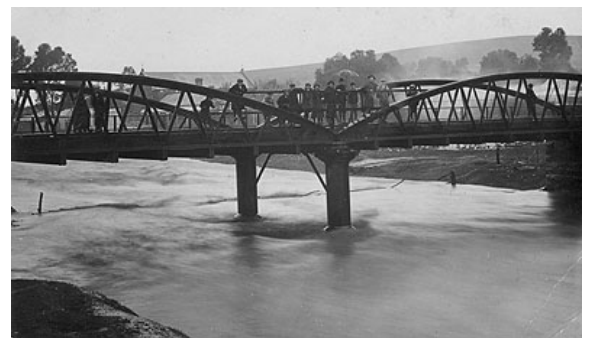
Landscaping is mostly native endemics with low water use and maintenance.



## KINGSTON STREET BRIDGE BURRA

**Project Leader: Roy O'Connor,  
Regional Council of Goyder**

**Recipient: John Brak, Chief Executive  
Officer, Regional Council of Goyder**



Kingston Street Bridge in 1879

The Kingston Bridge appears to have been constructed in 1879 as a double bow string central column structure with cut stone approaches and presumable timber deck providing crossing of the creek for foot, horse and wagon travel. The bridge is one of two bridges across the creek.

Since then vehicle sizes and weight have increased and now include semi-trailers. Hence the deck was replaced with concrete and bitumen surface. Deterioration would have been evident in the structural analysis as well as in the physical form and general appearance.

The works involved the full repair and preservation of the original double bow and central columns, the underpinning of bow structure with reinforced concrete piers supporting steel beams and repair to the approach stone walls.

The design approach is rather special in that the supporting new work is kept simple, supporting the old structural elements but not removing or complicating the old structure. The reinforced concrete piers and large

steel beams are aligned to the old structure and are clearly new but they do not detract from the old. The new is seen as new and the old is seen as old. The use of off-white concrete piers and grey steel beams for reinforcement do contrast with the old but do not clash. The repainting of the old bow structure in the 'Indian red' adds to the contrasting and referencing between old and new.

Importantly the operational and functionally is re-established for the next 50 years within the Burra State Heritage Area.

The project demonstrates Adaptive Re-use to very high standards, reflecting the design efforts and collaboration by the architects, engineers, contractors and the Council.

## **SANTOS MUSEUM OF ECONOMIC BOTANY, EXTERNAL CONSERVATION**

**Project Leader: Luigi Vitale, DTEI**

**Recipient: Design and Heritage Management, Heritage Unit, Department for Transport Energy and Infrastructure**

This project complements the recent internal refurbishment and has resulted in the conservation of an important State Heritage place for future generations to appreciate.



Perhaps the most notable aspect was the coating applied to the walls. Multiple repairs to the renderwork and cement dressings over the years had caused considerable variation in colour and texture, and had not completely corrected surface friability. To provide a uniform appearance and enhance longevity, a mineral silicate coating over a surface consolidant was applied, and the façades line-marked to simulate ashlar, as originally detailed. Specialist scientific analysis was undertaken to ensure correct materials selection and application.

Traditional materials and work methods were used wherever possible, although in keeping with the conservation principles of the ICOMOS Burra Charter, intervention in culturally significant building fabric was kept to an absolute minimum by adopting modern technologies.

## **COMMENDATIONS**



### **NEW HEADQUARTERS FOR OPTIONS WINE MERCHANTS**

**Project Leader: Douglas Alexander**

**Recipient: Flightpath Architects**

This is a welcome restoration of an historic industrial warehouse that was once vacated, boarded up and forgotten but has now become a striking reminder of the strong industrial heritage of Hindmarsh.

The original bluestone has been revealed, together with its timber flooring, beams and cast iron columns.

Original timber has also been used very effectively in the verandah. Unfortunately the bluestone has been completely repointed rather than patch pointed, thus losing the patina of age and, significantly, the black has been allowed to partly cover the stone on the side wall. Adelaide's bluestone is a unique feature of our city and its exposure is to be treasured. Lesser suggestions include the use of galvanised iron rather than zincalume and recessed brick infill for windows rather than infill flush with the wall.

## **JERILDERIE LETTER EVENT**

### **JERILDERIE SHIRE COUNCIL, NSW**

**Project Leader: Lisa Brackenrig**

**Recipient: Jerilderie Letter Event Committee**

The event appears to be primarily a council-sponsored tourism-based initiative on the "Ned Kelly Tourist Route" which tends to focus on the historical, literary and archaeological benefits. Also under-emphasised are the many events of little relevance that are part of the weekend activities, including hot-rod car displays.



Many of the statements in the nomination can be independently supported by public information about the event, primarily obtained from the Jerilderie Shire Council's web site as well as the Local Government Association of NSW which short listed the event for an award in 2008.

There is every indication that the event is well supported by the community, although the local council is keen that "these events be taken over by an appropriate community based management structure" (Council meeting minutes 28/9/10).

The annual (currently biennial) reading of the historic Ned Kelly letter borrowed from the State Library in Melbourne is significant from an historical point of view and makes the event stand out from the usual country town historical dress ups, as does the archaeological digs and the indirect benefit of historic building maintenance.

# **HUMAN CATEGORY AWARDS**

## **COLEBROOK RECONCILIATION PROJECT**

**Project Leaders:**

**Di Dent**

**Michael Coughlan**

**Recipients:**

**Blackwood Reconciliation Group**

**Colebrook Tjitji Tjuta**

The Colebrook Reconciliation Project nomination clearly demonstrates that it serves an excellent purpose for the former residents of The Colebrook home, Aboriginal Community and the Blackwood community and its surrounding areas.

The site where the former Eden Hills Colebrook Children's Home was located has now been transformed into a wonderful, significant memorial development. A place that once carried pain and shame is now a place of pride; a meeting place for former residents to honour and promote understanding of the issues faced by members of the "Stolen Generations".



The Blackwood Reconciliation Group has demonstrated a strong commitment to Reconciliation by working with key stakeholders including local Schools, The Mitcham City Council, The Conservation Council of SA,

Aboriginal Lands Trust and The Stolen Generations Alliance to develop good relationships and partnerships across Aboriginal and non-Aboriginal communities in developing and facilitating this project.

The project provides a cross-generational learning experience of cultural tolerances and cultural differences for people of all ages and also provides a place for cultural for school children.

I believe this is a very good application based on the information provided. From an Aboriginal perspective the redeveloped site provides a wonderful purpose of encouraging social enhancement and Reconciliation for both Aboriginal and non-Aboriginal people.



## **SAVING THE CLIPPER SHIP “CITY OF ADELAIDE”**

**Project Leader: Peter Roberts**

**Recipient: Clipper Ship ‘City of Adelaide’ Preservation Trust**

The saving of the unique heritage asset and the enabling of its return to Adelaide should be treated as a cause célèbre!

In addition to being arguably the oldest “surviving” noble clipper, it is a symbol of our State’s early prosperity, confidence and enterprise.

It was a remarkable ship, built to the specifications of the local Scotsman Captain Bruce and carried the valuable cargoes of wool to, and “assisted immigrants” from, London. Prosperous merchants could luxuriate in accommodation equal to the great ocean liners.

The success of the ‘City of Adelaide’ campaign is extraordinary, with the bonus of committed funding for its transportation back to Adelaide. The meagre support offered by our own State Government previously must be reviewed, especially when compared with the Scottish Government’s support and the Victorian Government’s commitment to the \$14.5 million Maritime Heritage Precinct in Melbourne.

The outstanding achievement of Clipper Ship ‘City of Adelaide’ Limited is acknowledged and must be built upon to provide a vital spark for SA tourism.

## **JUSTICENET SA**

**Project Leader: Tim Graham**

**Recipient: JusticeNet SA**



JusticeNet was established in 2009 to help co-ordinate the provision of pro-bono legal services in South Australia.

This is one of a number of so-called “pro-bono clearing houses” where people in need of assistance can ask to be matched with a lawyer or firm which is listed with JusticeNet as being available to provide the services.

The means test requirements of eligibility are very modest. Generally an income of \$50,000 or less without assets will qualify an individual for help. There is also the prospect that an individual facing an “obvious injustice” will be eligible. Not-for-profit charities are also eligible. The limitations on provision of the service are few, including ineligibility from existing legal aid services and reasonable prospects of success. Special provisions also allow for public interest cases.

There is ample evidence that JusticeNet is well supported in the legal community and its governing bodies. It has the support of the Chief Justice John Doyle and the Law Society, which helped with its establishment. Twenty-two law firms and 55 other individual lawyers are active supporters of the system. The organisation’s annual “walk for justice” fundraising campaign included 300 participants. The administration of the service is paid for by the legal community.

## CLUNES BACK TO BOOKTOWN

**Project Leader: Cr Timothy Hayes**

**Recipient: Creative Clunes Inc.**

This project scores highly under the various headings of Social Planning & Policy, and indeed in all aspects of the Human Category awards criteria. Beginning in 2007, it seems to be solidly established as an annual event, which is gradually building on its initial success.

Its use of heritage/historic buildings is a model for such events, with the attendant spinoffs of greater awareness of history, appreciation of the buildings themselves and their respectful, as against destructive, use. Also notable is the strong community participation and the apparent success in bringing, and spreading, economic benefit to the town.

In short, from an examination of the various sources given in the nomination form, the nomination information is very accurate and the project thoroughly deserves an award. It's been a pleasure following it up



## MENTION

### RENEW ADELAIDE

Renew Adelaide is an initiative to make run-down/vacant premises both useful and more appreciated. It has been applied in the past; for example the Adelaide West End Association with Adelaide City Council support promoted such use in the early 1990s. There was also a significant initiative of this kind in New York and London in the late 1970s. The strategy is not a replacement for conservation and/or valid adaptation of historic buildings but it certainly has a place.

# GENERAL CATEGORY AWARDS

### BEYOND TODAY RESIDENTIAL LAND DEVELOPMENT

**Project Leader: Steven Wright**

**Recipient: Adam Wright**

This is an outstanding urban development negotiated between the Wright family and the Alexandrina Council that required a rezoning as the land was rural/landscape.

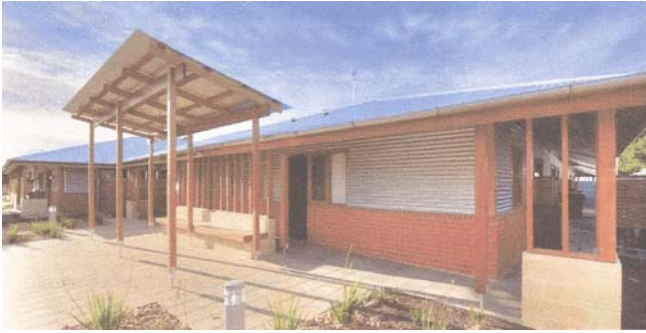
The Wright family had the vision for an eco-friendly residential development and the council wanted to maintain a significant open space between the Victor Harbor and Port Elliot townships.

The agreement was that 75% of the 90 hectare property, the lower lands, be given over to open space and used for revegetation and wetlands and the upper western lands, adjacent to Victor Harbor, be residential area.



The design of houses has a modern contemporary form, reflecting best practice in energy efficiency and conservation. The civil design features Water Sensitive Urban Design in one of the best case studies in Greater Adelaide.

The personal commitment of the family in all aspects of the design, development and management of the project was truly meritorious.



## **AFFORDABLE HOUSING, 18-22 CHAPMAN ROAD MANSFIELD PARK**

**Project Leader: Douglas Alexander**

**Recipient: Flightpath Architects**

This is an outstanding project with 22 housing units on what would have been 4 SAHT allotments.

It demonstrates a high quality medium density residential development that fits comfortably into its urban context, meets special housing needs, and has significant energy and water conservation features through layout and built form.

The site is well located with bus routes and shops along Hansen Road. The use of extended eaves, upper external galvanised walling, careful placement of windows, screen fencing showed considerable design thought and creativity, which extends particularly to the range of outdoor spaces that provides choice in orientation and experience.

The internal courtyard would provide a cool outdoor space in summer. The landscaping is simple and water wise but pleasant in appearance. The fencing provides good outlook and passive surveillance of the footpath and surrounding roads.

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# **BRICKBATS**

The brickbats shortlisted by the jury were mainly related to process, particularly with regard to environmental planning and community consultation. Coastal development was one concern in these submissions, with housing developments continuing in areas that may be flood-prone if sea levels continue to rise. This has an impact on the community and also on the environment, for example in the need to allow for the natural retreat of mangroves.

One nominee singled out the South Australian government and developers of new housing on land that is subject to future sea level rises caused by climate change. He points out that the risks associated with this are made evident by the need for 1.5 metre high levees that are required by the Coastal Development Board.

Allowing new developments in at-risk areas is described by the State Government, in a submission to a 2008 Parliamentary inquiry into climate change, thus: "With regards to the protection of existing development, investigations as to where and when protection works are required, and the subsequent design, assessment construction and maintenance of those works, has cost implications for present and future landowners, councils and State agencies. The construction of a seawall at St Kilda (north of Adelaide) is expected to cost about \$1 million for about 500 metres of rock wall (or \$2000 a metre). Levee banks are also being constructed at Port Augusta and Port Pirie. These are often less expensive per metre, but such examples illustrate the importance of ensuring that the exposure of new development to climate change impacts and coastal hazards is minimised through the development and assessment system".

The submission also foreshadows changes to coastal development practices which are controlled by 19-year-old legislation thus: "For adapting to climate change impacts in coastal areas, these strategies imply a number of actions including (but not limited to) locating new developments away from coastal areas, in accordance with up to date climate change and sea level rise projections. In South Australia, this is under review, so that the latest IPCC projections of sea level rise can be taken into account in Development Plans"

The Trust has for some decades highlighted the need for greater attention to effective planning for coastal developments, including the retention of sand dunes and mangroves, and this has become even more critical in view of the latest evidence confirming the likelihood of future rises in sea level. The Government and councils must take a stronger regulatory approach in these matters.

## LACK OF COHERENT TRANSPORT PLANNING IN SOUTH AUSTRALIA



Community involvement in Planning: Portland, Oregon

Portland, Oregon shows the way for planning and community consultation and is quoted by the State Government as its shining example, yet the basics of Portland's success continue to be ignored.

The State's 30-Year-Plan represents an opportunity missed for a change in direction for SA's planning strategies to help regain the impetus for innovation and vision.

Transport is a critical element in planning for a sustainable future. It is a major contributor of emissions but with informed government leadership it is one of the easiest to address. With Adelaide rated at 19<sup>th</sup> out of 20, for transport (ACF Sustainable Cities Index, 2010). The 30-Year-Plan is unconvincing in its knowledge, understanding and vision.

Freeways, expressways, 'superways' and 19<sup>th</sup> century heavy rail dominate the thinking, creating a time bomb for arterial roads with congestion and guaranteeing more urban sprawl. We understand that TransAdelaide has a plan to purchase 15 hybrid tram/trains and this is an excellent step but an overarching vision for transport is essential to ensure that money spent now will support our future direction.

Similarly some freeways may be needed but they must be integrated with feeder roads, urban development and new transport technology. Hybrid tram/trains, for example, will take pressure off the need for freeways. Choices between road and rail infrastructure will have a major effect on our future, including facilities for freight. A coherent, visionary transport plan for Adelaide is essential.

## A DISGRACE

### STATE GOVERNMENT DPA PROCESS FOR MT BARKER

Urban growth boundaries were set in place in Metropolitan Adelaide in 2002 to prevent further urban encroachments onto prime agricultural land. However, under the provisions of the Mt. Barker DPA more than 3,000 acres of prime farmland in a reliable rainfall area have been rezoned for suburban residential development with no budget for infrastructure, no staged approach and no time-line.

This Mt Barker DPA quotes as rationale the 30-Year Plan for Greater Adelaide but the time frame was then halved to 15 years while the number of people to be accommodated doubled from 15,600 in the 30-Year Plan to 30,212.

Electricity is discussed for about one third of the potential residents. Details of infrastructure are missing. Two new power substations, a new STEDS sewage scheme and 4 schools have no land allocated and no potential funding source other than existing ratepayers. It has been claimed that "in a decade or so there will be another 10,000 ratepayers to help fund the infrastructure needed". This is guesswork, not planning. No business could survive this way. Development cannot precede infrastructure and the quarter-acre block is no longer a universal panacea. Denser development at city level is essential to accommodate any increase in population but it seems our government still lives in the 1960s.



Farmland should not be lost to urban sprawl

South Australia lacks expertise in denser development yet the Government continues to encourage sprawl by rezoning to suit the industry's outdated building practices. At the same time our environment suffers, as will our children and future innovation in the development industry.

Land is available on the plains but developers bank it for value escalations in the future.

It is a disgrace that the State Government supports such schemes and out-of-date development strategies rather than properly planning for population growth.

By following this path it undermines South Australia's future for both innovative development and our environment.

# JURY

(each contributing as appropriate in their area of interest)

Mr Darian Hiles (Convenor)  
Mr Stuart Gifford, Sustainability Consultant  
Mr Jonathan Muecke, Landscape Architect  
Mr Miles Kemp, Journalist  
Mr Michael O'Connell, Planner  
Professor John Mayo, Historian  
Dr Wayne Errington, Politics Lecturer  
Mr Sandy Wilkinson, Design, Planning & Heritage Consultant  
Professor Roger Thomas, Aboriginal & Torres Strait Islander Education

## PEOPLE'S CHOICE

### AWARD

**Saving the Clipper Ship "City of Adelaide"**

Recipient: **Clipper Ship "City of Adelaide"  
Preservation Trust**

### BRICKBAT

**State Government DPA for Mt Barker**

(Closely followed by: **Lack of Coherent  
Transport Planning in South Australia**)