

ParkLANDS news

October 2012 Number 48



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President's letter

As President, I am pleased to report your committee has settled into a good working pattern. There are continuing valued contributions from immediate past president Kelly Henderson, secretary Brian Mitchell and treasurer Luciana Larkin. Old stalwarts Kyle Penick and Michael Sando add balance and gravitas to the team. The new boys Hamish Ramsay and Shane Sody are learning fast, particularly Hamish who is in the latter stages of compiling our next general brochure: a delightful production featuring a Robert Hannaford painting of the Park Lands. It will be ready for wide distribution, maybe by hand. Possibly your hand? Anyway, you will see it soon!

I, as recycled president, am on light but dedicated duties—fired up to celebrate our glorious Park Lands and to attack unwelcome assaults on them, in particular extensions of the Adelaide High School and the 'major events' venue proposed on the West Park Lands for the convenience of Cirque du Soleil for TEN YEARS! but also others, if you please. Well, we don't please, and believe it would turn into an irresistible attraction to promoters looking for a cheap location. More than an hectare of bitumen and another hectare of hard surface would be the centre of a permanent facility.

This was covered in the last newsletter in an article by the editor Kelly Henderson who is receiving considerable praise for the newsletter, and not just from APPA members. I give the quality of the newsletter some credit for the generous donations that have come in with membership renewals. The cover photograph of that, and this, newsletter

ISSUES ON THE TABLE

Adelaide High School expansion
Adelaide Oval demolition/expansion
Alienated Park Lands
Australian Heritage Strategy
Biodiversity survey
Britannia intersection
Brownhill/Keswick Creek Stormwater Plan
Cirque du Soleil/Park 24 Event Venue
Dying elms and other trees; White Cedar Avenue; War Memorial Oak and Drive
Land grabs at Adelaide Oval, Bonython Park, Park 24, Railway yards, Riverbank
Louder's boat-building shed
'Purple water' regime and damage
Riverbank 'Project' and \$40m footbridge
Royal Adelaide Show car parking
SACA, SANFL, AFL and Stadium Management Authority
World Heritage listing

Front cover: 'High Priority for return to Park Lands, 1998'. Photo: K Henderson, 18 May 2012. Back cover: 'White Cedar Avenue, Pennington Park, Adelaide S.A.', J Taylor, Collotype, Adelaide, undated. (David Jones, Adelaide Park Lands and Squares Cultural Landscape Assessment Study 2007, p 1083). Courtesy of Adelaide City Council.

edition are stark evidence of what goes for 'progress' on the Park Lands!

We have accumulated considerable historical archival material over our 25 year life and the time has come to sort and store it for posterity. This work is commencing under the direction of secretary Brian who has had considerable experience with such work. Although some of us will be helping under his command, we do thank him for offering his efforts on our behalf and on behalf of members of years to come.

Best wishes,

Ian Gilfillan

PS I have just learnt an inspired member has arranged to give his grandson an APPA membership as a birthday present! What a great gift!

Lest they forget

Australasia's (and probably the world's) first! WWI memorial was planted in the Adelaide Park Lands on Wattle Day, 29 August 1914. The Memorial Oak was said to be unique in the Southern Hemisphere:

... the only one of its kind ever planted in similar circumstances in Australasia ... [the Oak] was, like Australia, young. An older tree was not chosen because they sought to convey the idea that this oak in its infancy was synonymous with the beginning of that great cataclysm in Europe ... [WJ Sowden, President, Wattle Day League, 29 August 1914.]

Urging young people 'to defend and uphold the glorious heritage handed down to them', Governor Galway hoped:

[the Oak] would stand as a permanent record of a time of great trial ... Planted in war, might the oak flourish in the years to come during continual peace.

Instead of honouring the Oak, government is set to hack limbs off to clear head-room for an elevated perimeter concourse that will roof Stadium 'undercroft' ground level car parking. The Stadium is due for completion in 2014—the centenary of WWI and of its Memorial Oak. In the dark shadow cast by the Adelaide Stadium, the Oak is now also a monument to the war waged against the Park Lands, funded by Weatherill and Gillard² governments, for AFL carparks and sport.

Kelly Henderson

1. 2nd/3rd (1915) ANZAC Memorial, South Park Lands/Rawtenstall Cemetery, UK; 4th (1916) Kaitiaki Memorial, NZ; 5th (1916) Eurack Avenue of Honour, Victoria.
2. '\$30 million to boost Adelaide Oval redevelopment', 28 December 2011, <http://www.pm.gov.au/press-office/30-million-boost-adelaide-oval-redevelopment>.



Editorial

Published in the same month as Light's burial, and in memory of William Light (27 April 1786 – 6 October 1839), this edition of *Park Lands News* focuses on the River Torrens valley.

Thanks to Richard Venus and the South Australian Division of Engineers Australia, readers can dip into river, bridge and weir excerpts from *Engineering A City*, a gem of a publication, richly illustrated courtesy of the Adelaide City Archives, State Library of South Australia, National Library of Australia and Richard himself. Tim Simpson's skill at reading a building and unearthing its story reveals the high extrinsic value of Louder's boat-building shed, within months of achieving its centenary (March 2013). Finger-on-the-pulse reporting by Philip Groves exposes this boatshed's proposed 'maintenance' demolition; dopey elite sport Park Lands monuments, and removal of open space, honoured avenues, views and vistas, by a carpark-crazed government.

At last count, ten tax-payer funded cranes were wreaking havoc along the River Torrens valley floodplain, defiling open space views at Park Lands sites bearing 'Baulderstone', 'Hindmarsh' and 'Leighton' banners. Light's Plan exposes such works as bawdy graffiti scrawled over his masterpiece, a gross vandalism eroding the City's *raison d'être*—visual connection with its river from its Terraces.

Light's appreciation of the beauty of the Torrens' river valley—and deliberate avoidance of its floodplain—are the reasons why Adelaide and its Park Lands are where they are. Pure genius is evident in the City and Park Lands Plan he created after his rapid site assessment on foot in the summer heat of January 1837. As this edition goes to press we are awaiting client release of the SMEC Australia (1997) River Torrens flood mapping prepared for the SA Flood Warning Consultative Committee.

Continued on p 3

Anne honourable mention

Not content with hacking limbs from the WWI Memorial Oak, the Park Lands' memorial 'peace' avenue is also being targeted for car parking.

A proposal to morph War Memorial Drive, between North Adelaide Railway Station and Montefiore Road, into a formal revenue-gouging commuter carpark was put to the Adelaide Park Lands Authority's October meeting. If adopted, it would have been just in time to mark Remembrance Day by dishonouring those who served, or who sacrificed their lives, in WWI. Notably, the report on 'danger to cyclists' and 'damage to Park Lands' from 'unregulated parking'

Continued from p 2

Modelling of Millbrook Dam 'Dambreak' predicts flooding of the Adelaide Oval 'Core' and 'Licence' areas, along with most of North Adelaide's lower golf course. 'Probable Maximum Flood' and 'Dambreak' would extend this over the entire railyards, Police Barracks, Bonython Park, and old SA Water site.

Light's reservation of river banks, valley and floodplain as open space lifts his Adelaide Plan above commonplace 'belts' or 'rings', elevating it to a one-of-a-kind, signature 'figure-eight' that includes the government-targeted 'Riverbank' construction zone.

Light's genius sets him above such modern mediocrity. As APLA Board Member Gunta Groves wrote on 16 October 2011:

Instead of charging down the banks with built forms ... designers should have swept up the banks with green open space ...

After Light. —Ed.

Emergence of 'King Arnie'

A little over a year after giving up the Rymill Park Kiosk lease, Arnie Rossis has emerged from his illness (*Park Lands News*, September 2011). The curative powers of the Park Lands (with perhaps a little help from medical science) has resulted in Arnie being given the all clear from his 2010 bone cancer diagnosis. Rumour has it Arnie is planning a new city business venture.

Welcome back Arnie, the City and Park Lands have not been the same without you.

Philip Groves

NEXT NEWSLETTER COPY DEADLINE:

25 November 2012

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

did not explain how the carpark scheme honoured such service. The Hon Frank Blevins dispatched offending car parking with a beautifully blunt 'You say it's 'unregulated'? ... Stop them doing it!' Honourable mention also goes to Councillor Anne Moran for rejecting the crass carpark caper:

This is ticketed parking. This is for revenue, nothing else ...

... North Adelaide doesn't need to be protected [from the Adelaide Oval redevelopment] by turning War Memorial Drive into a ticketed carpark.

This memorial carriageway, proposed by Mayor CRJ Glover in April 1919, was built in four stages.¹ It was also to add to the city's beauty, and intended only as a riverside pleasure drive. Adelaide City Council controlled traffic, prohibiting heavy vehicles and car parking:

... no person should drive or cause to be driven any waggon, lorry, trolley, dray, transport engine, traction engine, motor-bus, motor charabane, motor lorry, motor van, road train, or any other commercial vehicle along any portion of the roads known as the War Memorial Drive, laid out in the North Park Lands ...² [and, prior to construction of stage four, Hackney-Frome] ... vehicles are not allowed to park on the War Memorial Drive ... from Frome road to the North Adelaide Station. This refers particularly to that portion near Adelaide Oval ...³

Kelly Henderson

1. *The Advertiser*, 30 October 1925, p 12.
2. 'War Memorial Drive Control of Traffic', *The Advertiser*, 6 May 1924, p 13; By-law, June 1921 (*The Advertiser*, 12 December 1925, p 18).
3. 'Vehicles on War Memorial Drive', *The Advertiser*, 9 January 1925, p 11.

If you would like to keep in touch with what the APLA Board is dealing with each month, please contact Gunta Groves at <ggroves@chariot.net.au> or telephone 8336 8424 and you can receive a monthly newsletter.

Government House Open Day

Sunday 18th November 2012

10 am to 4 pm

FREE ADMISSION

(optional Foodbank SA gold coin donation)

Feel free to bring a picnic rug and enjoy the day on the lawns, for more information call (08) 8203 9800

<http://www.governor.sa.gov.au/index.php?m=open-day>

Park LANDS News October 2012—3

Please explain

The historic boathouse on the north bank of the River Torrens in Park 12 (Karrawirra) has been restored to its former 1930's glory. Prince Alfred College has renewed its lease of the boathouse from Adelaide City Council, reconnecting the college's historical links with the boathouse and Torrens rowing activities that date back more than 80 years. Seymour College is also using the restored boathouse.

Over the river sits Lounder's Boathouse (named after boatbuilder Harold Lounder), sometimes referred to as the Popeye Boathouse. For reasons known only to themselves, ACC Administrators are seeking its demolition, despite its important links to River Torrens activities.

The ACC-commissioned Adelaide Park Lands cultural landscape assessment by Dr David Jones described this boathouse as a structure of significance. The Community Land Management Plan recommended 'nomination to the State Heritage Register and listing in the Adelaide City Council Development Plan as a Local Heritage Place'. There is also potential for national heritage values to be recognised.

In a low act, even for them, the ACC Administrators tried to have the unexplained demolition proposal treated confidentially under the agenda title of 'Park Lands property maintenance'. The matter is now in abeyance after Council, at its meeting on 25 September 2012, called for a report on options for authentic restoration of the boathouse.

In the meantime, there should be an inquiry into how the Administration was able to progress the matter to the point of a demolition proposal.

Philip Groves



Above: Lounder's boathouse, River Torrens/Victoria Drive. Below: Restored Prince Alfred College boathouse. Photos: Gunta Groves, 7 October 2012.



Louder's boatshed and the Olympian 'Cods'

Built 99 years ago beside the Torrens Lake, Louder's boatshed is the only lakeside structure purpose-built for the exacting business of rowing shell construction and repair. It is an unusually intact survival of early 20th century riverine commercial activity and played an important role prior to WWII when social and sporting use of the lake was at its height.

The boatshed can accommodate an eight-oared craft of around 18m length, allowing room to move around the shell. The unlined walls are of tangentially cut Oregon weatherboards fixed to closely spaced studs. Tangential cutting is the least economic method of taking boards from logs, but makes for boards which may 'cup' but will stay horizontal. The boards are fixed alternately 'heart side in/heart side out' to cup against each other with no rebate or caulking to allow air to circulate via slightly uneven joins without dust entering, to assist drying glues and varnishes. The earth floor was originally sand, to make easier the task of levelling trestles supporting a long rowing shell during construction. The walls' jarrah studs support double queen post trusses and the original corrugated galvanised iron roofing of Glasgow's Phoenix Iron Works.

The building has stayed remarkably 'square' and is in reasonably good condition, requiring some minor repairs and repainting. Adaptation for a range of contemporary uses with a similar floor area should be possible economically and without great difficulty.

The little shed's brush with fame came when the Murray Bridge 'Cods' eight-oared rowing shell was designed and built in the boatshed by its first proprietor, Mr James W Greenland, assisted by its second, Mr Harold Louder.¹ In 1924 the 'Cods' became the first South Australian Olympians to represent Australia.

A race on the Port River, to decide whether a South Australian, Western Australian, Tasmanian or Victorian crew would represent Australia at the Paris Olympics, was described as 'one of the hardest and most stubbornly fought battles that has ever been waged by muscle, brain and sinew in the realm of sport'.² Murray Bridge Rowing Club's powerful 'Cods', with their famous bow-mounted mascot of a stuffed Murray Cod, won the close race in an Australasian record time.

The Cods comprised railway firemen, a postman, a carpenter/undertaker and a riverboat captain, and the Australian National Maritime Museum considers their tilt at the eight-oared gold medal

to be one of the 'most interesting and inspirational stories in the history of Australian sport'.

Thousands of men and women in South Australia and elsewhere learned to row and competed on the Torrens Lake in boats built in the boatshed, and many more have enjoyed outings in the paddleboats hired from the shed. The first of the 'Popeye' launches that have plied the Torrens Lake since 1937—in one of which most South Australians and many visitors have travelled—was built in the boatshed and all eight 'Popeyes' have been maintained and managed from it.

The low, green weatherboard building with its quaint detailing is a local landmark, continually photographed by visitors to the area. It has been nominated for heritage listing.

Tim Simpson BArch BArchSt

1. Australian Register of Historic Vessels: No: HV000347 (see www.anmm.gov.au/arhv) 'Auld-Macquarie' named for its presenter Mr WG Auld and Dr CN Macquarie, president of Murray Bridge Rowing Club.
2. *The Examiner* (Tas), 10 March 1924, p 5.

Further reading:

Tim Simpson, 'Louder's Boatshed' Building and Heritage Report, 2012.

See http://www.adelaide-parklands.org/pdfs/LouderBoatshed_report.pdf.



Above: Harold Louder c1923, aged 17, when he helped James Greenland build the Murray Bridge 'Cods' Eight at the River Torrens boatshed. Photo: Courtesy of Jan Donato and family.

Below: Detail of JW Greenland's (later Louder's) boatshed in 1918; on the south bank of the Torrens Lake, east of the Adelaide Bridge. Photo: Searcy Collection PRG 280/1/3/336. Courtesy of the State Library of South Australia.



Above: Tub fours under construction in Louder's boatshed, River Torrens, late 1930s. Photo: Courtesy of Jan Donato and family.

Below: The Murray Bridge 'Cods' eight-oar rowing Australian Olympic Crew: RA Cummings (cox); WH Pfeiffer (stroke); FM Cummings (7); WM Sladden (6); AC Taueber (5); AV Scott (4); WEH Jarvis (3); ED Thomas (2); HE Graetz (bow). Photo: *The Register*, 31 January 1924.



Bridge on the river, why?



Detail of Taylor Cullity Lethlean image 'From Adelaide Bridge', concept of proposed Adelaide stadium footbridge. Courtesy of Department of Planning, Transport and Infrastructure, 2012.

As part of the 2003 Iraq invasion, the US 299th Multi-role Bridge Company built a 185m assault bridge on the Euphrates River, overnight. In the 1940s the US Army 22nd Armored Engineer Battalion built a 330ft pontoon bridge in 3hrs 2mins.

By hook or crook

An ancient English custom of letting peasants take deadwood with a shepherd's crook or reaper's billhook is no metaphor for government's Oval and river bank forays—healthy trees and sacred soil are being carved up.

The Weatherill Government has overreached itself with outlaw 'Regulations' impacting the Park Lands. Contravening *Development Act* protections, gazettals declare 'Riverbank' works to be 'development that does not require consent', including huge cooling towers west of Morphett Street Bridge, and a \$40m 'foot' bridge (to be engineered, they say, to carry a 20-tonne vehicle). Having 'banned' major project status for Park Lands jobs, these 'Regulations' purport to permit even worse outcomes. All very irregular.

By edict, the 'footbridge' folly is likened to residential garages, carparks, solar panels or verandahs. Unlike these, it is unrestricted in height, width, bulk, and needn't heed floodplains! An ill-conceived political platform, its massive northern plaza is depicted as dumping a faux-waterfall into the Torrens whilst stamping out maximum Park Lands footprint.

Such gross contempt for Parliament and Park Lands must not go unchallenged. These illegitimate 'Regulations'¹ must be disallowed forthwith.

The government's new monster must be slain—'Development Regulations 2008 Schedule 1A' major projects.

Kelly Henderson

1. *Development (Riverbank Footbridge) Variation Regulation 2012* (South Australian Government Gazette No 50, 12 July 2012, p 3111-2), and *Development (Institutional (Riverbank) Zone) Variation Regulations 2011* (Gazette No 35, 2 June 2011, p 1995-7).

Our engineers threw a kapok-filled float assault bridge, carrying duckboard track, across the Torrens in March 1930.¹ Having already invaded our rights with its 'Regulation' attack on due process (see 'By hook or crook'), government now intends its own Torrens bridge assault, with a battalion of consultants.

Since opening in 1931,² King William Road's Adelaide Bridge, said to be the 'World's Widest Concrete Span'³ (132ft), has ably carried 50,000+ football and cricket crowd surges from Adelaide Oval.

*The bridge was built to avoid congestion of crowds coming from football and cricket matches at Adelaide Oval.*⁴

Adelaide Oval Attendances

50,962	1933	Third Test
53,473	1946	Norwood v Port
50,489	1950	League Grand Final
52,632	1953	Victoria defeated SA
62,543	1965	Port v Sturt (Grand Final)

Past wisdom, fit for present purpose?

*From ... general knowledge of the present Labour Party, we are very likely to have an era of squandering money on works not absolutely necessary .. To pull down and build up structures ... is part of the Labour Party policy, as the Labourite gain thereby for it further increases the demand for workers and gives an excuse for increased wages and less work for those wages.*⁵

City Hall should give a hostile reception to any implication Adelaide has de-evolved to the pre-1930s era, but as 'North Adelaide' wrote in 1929:

*The danger that the City Council will persist in carrying out the present design for the city bridge is real. I have not met a ratepayer who favours it and have heard nothing from the City Councillors as to why they are bent on carrying it out. The City Council is treating us all with silent contempt ...*⁶

Kelly Henderson

1. *The Advertiser*, 15 March 1930, p 21.
2. *The Advertiser*, 22 June 1929, p 14.
3. *The Mail*, 5 Oct 1929, p 16.
4. *The Brisbane Courier*, 6 March 1931, p 9.
5. *The Register*, 5 May 1924, p 12.
6. *Register News-Pictorial*, 8 April 1929, p 7.

Introduction to ENGINEERING A CITY

The popular little booklet, *Engineering A City*, produced by the Engineering Heritage committee of the SA Division of Engineers Australia in 2009, celebrated the organisation's 90th year by showing people the role engineers played in development of the city.

Devised as a guide to walking tours of Adelaide, *Engineering A City* also briefly tells the story of the city's infrastructure and industries.

More than 70 sites have been identified where you can still see traces of Adelaide's industrial past, ranging from the Victorian splendour of the Albert Bridge to small castings on a humble downpipe. This extract, edited for the *Park Lands News*, focuses on the River Torrens and its banks. The letters and numbers in brackets, such as [W11], refer to the booklet's map and to the 'Around the River' map reproduced on page 8.

The booklet has been reprinted twice with Adelaide City Council's support and content undergoes constant revision as new information comes to light. Stocks are running low but copies may still be available from Adelaide City Council's Pirie Street Customer Service Centre or Rundle Mall's Adelaide Visitor Information Centre.

Richard Venus BTEch, BA



Elder Park band rotunda

Above: Extensive landscaping has turned the banks of the Torrens into the picturesque Elder Park with its iconic rotunda. Photo: Richard Venus [0429].

Below: The Popeye motor launch. Photo: Richard Venus [9118].



The Popeye motor launch

Further reading:

Richard Venus, 'The Engineering of *Engineering A City*', 3rd Australasian Engineering Heritage Conference 2009.

See http://www.ipenz.org.nz/heritage/conference/papers/Venus_R.pdf.

Engineering A City

6. Bridging the Torrens

J Hitchen, c1841, National Library of Australia, nla.pic-anf732564



The two sections of Adelaide are separated by the River Torrens and so the bridges which cross it are critical to the City. In summer, the Torrens was little more than a string of separate pools so the first settlers simply walked across the dry river bed. These fords can be clearly seen on early maps of the City.

(Above) Adelaide's first simple timber bridge can be seen on the left (Below) This plaque on the southern bank marks its site

Early attempts to build a bridge were not very successful – the simple wooden structures were swept away by flood waters. The first bridge of any permanence was built in 1839 under the supervision of Alfred Hardy, later the Town Surveyor. A plaque (left) marks its site [W12]. This bridge was finally carried away in September 1844 and a substantial masonry arch bridge was built in line with Morphett Street. It was completed in 1847 but, before it could be opened, it was so badly damaged by flood that it had to be demolished with gunpowder.

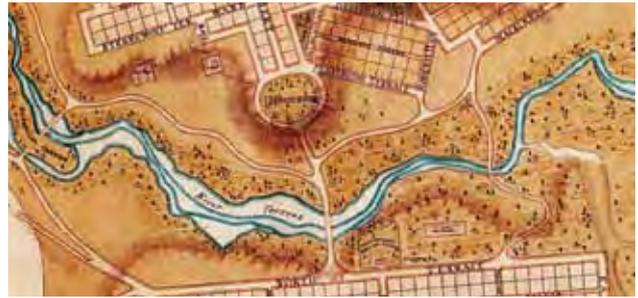
Colonial engineers had limited resources with which to solve a constantly-changing problem. Reeds and other protective vegetation were being removed and carts

were being driven down to the river, breaking up the banks. When the next rains came, water scour meant that an ever-widening river had to be bridged.

In 1853 a new crossing was planned in line with King William Street. A wrought iron tubular bowstring girder superstructure was made in

(Below) The bowstring girder City Bridge opened in 1856 (Bottom) In 1877 it was replaced with a plate girder bridge which was named the Adelaide Bridge

Richard Venus 0460



ACC Archives



Richard Venus 9070

(Top) Colonel Light's 1837 plan of the City just shows meandering tracks across the river valley which was nearly a kilometre wide in some places (Above) Today's concrete arch bridge opened in 1931

England and this time had to span 100 feet. The bridge was opened in October 1856 and named the City Bridge. But within twenty years its 23 ft 6 in wide roadway was proving inadequate for the growing traffic.

A replacement bridge was built using wrought iron plate girders imported from England. The continual erosion of the river's banks had been brought under control and this bridge had the same span as its predecessor and used the same abutments. It was opened on 25 April 1877 and named the Adelaide Bridge. But by 1920 this bridge, too, was overloaded and would soon prove inadequate for traffic.

Work on the current three-hinged reinforced concrete arch bridge began in 1929 and it was officially opened on 5 March 1931 [W8]. In 1999 the bridge was extensively rehabilitated and sympathetically-designed extensions were added to the four main columns to enable street lighting to meet current standards.

A bridge east of the Adelaide Bridge was built in 1842, close to the site of the present-day University Footbridge, and named the Frome Bridge. A large flood in

(Below) Master masons were brought from Italy to give the Adelaide Bridge its textured finish with martelina hammers

(Below left) The Adelaide Bridge nearing completion in November 1930 (Bottom left) The lattice girder bridge over the railyards opened in 1884

SLSA B5595



ACC Archives HP0010



ACC Archives 5751.0012



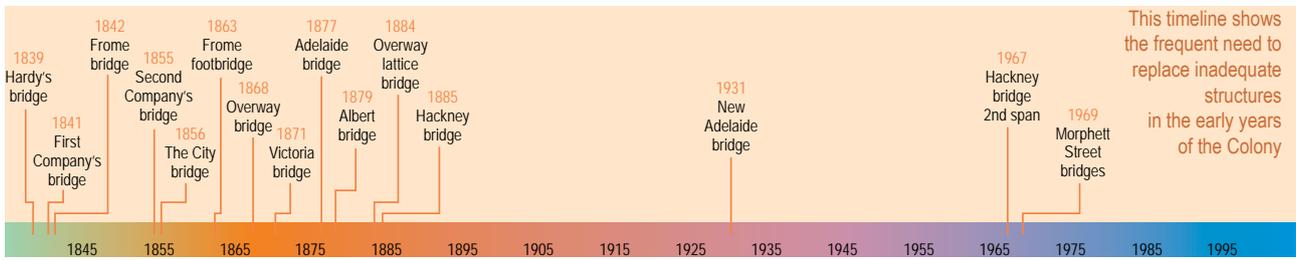
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ACC Archives



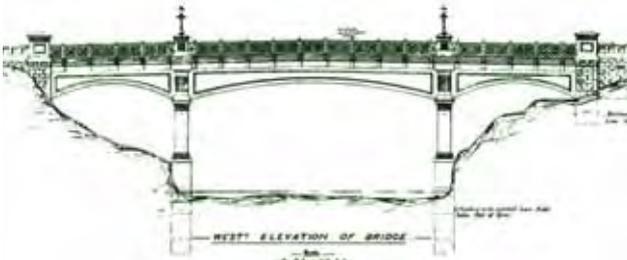
Richard Venus 0466



F. R. Nixon, 1845



ACC Archives HP0061



SLSAB364



Richard Venus 9057



SLSAB3324



Richard Venus 9100

(Top) The Frome Bridge was built in 1842 – it was frequently damaged by flood and eventually replaced by the Albert Bridge (centre and above right) at a new location further upstream (Above left) Before the Albert Bridge opened, this wooden footbridge provided a crossing at the former Frome Bridge location

welded bridge was built in America, but construction was delayed until 1937 by the Great Depression. The bridge is actually two balanced cantilevered sections with concrete counterweights; they are pinned in the centre.

(Above) The University footbridge (Top) The iron truss bridge at Hackney still carries traffic today; in 1885 it replaced a three-span wooden truss bridge (above left)

To provide a crossing in the western part of the city, the Victoria Bridge [W10] was opened on 21 June 1870. It was a wrought iron girder bridge supported on two shore abutments and a central pier. However, the citizens first had to cross the railway line. A level crossing had been provided in 1860 but public protest led to the construction of the Overway Bridge in 1868. Twelve years later it was demolished and the level crossing was reinstated. In 1884, a lattice girder bridge, in line with Morphett Street and the Victoria Bridge, was built across the railyards.

In 1964, the City Council decided to replace both bridges and realign Morphett Street; the latter required the demolition of part of the D & J Fowler factory. A contract was awarded in May 1966 and the new twin bridges were completed in May 1969. The prestressed concrete trapezoidal box girder structures cross both the river [W10] and the railway lines [W16].

(Bottom) The Victoria Bridge opened in 1871; (below) the original plaques are displayed on the southern river bank footpath [W11]



Richard Venus 6450

February 1855 destroyed all the bridges across the River Torrens and this bridge was replaced by a ford and later a footbridge.

In 1871 a new crossing was planned upstream. The bridge was designed by John Grainger (father of the composer Percy Grainger) in partnership with Henry Worsley. The iron work was ordered from England but local engineering skills had developed to the point that it could be erected under the supervision of the City Surveyor. It was opened on 7 May 1879 and named the Albert Bridge [E9].

In 1933-34 the timber decking was replaced with reinforced concrete. As predicted by the City Engineer, this deck had a life of 50 years and was, in turn, replaced in 1981-82. In 2000 guard rails and improved lighting were added to improve safety while retaining its features.

Just east of the Park Lands at Hackney is another important crossing of the Torrens [E6]. The first bridge was erected there about 1845 and provided direct access for wheat farmers to the South Australian Company's flour mill: it was known as the Company's Mill Bridge or Prescott's Bridge.

This was replaced in 1855 by a much more elaborate trussed timber bridge but the wooden structure was frequently damaged by insects and floodwater. An all-iron bridge was opened on 5 December 1885. This is a two pinned trussed arch bridge resting on stone springings. At that time it was the lightest bridge of its size in Australia and it still carries south-bound traffic. North-bound traffic uses a steel plate girder bridge which opened in 1967.

The University Footbridge [E11] is the first welded steel bridge built in South Australia. The idea was put forward in 1928, the year the first



SLSA B 1900

Engineering A City

10. Parks & Gardens

Suggested Walk



Around the River

The river bisected the City and crossing it was to prove a significant engineering challenge. The lake which was created by building the weir is now an attractive feature of the City. Footpaths follow both banks of the river – but why not rest your feet and board “Popeye” at the Zoo or in Elder Park?

Start: Light survey monument, North Terrace
Finish: Botanic Park, Frome Road

- W14: Light survey monument [p2]
- W15: Lion Arts Centre [p10] (former D & J Fowler factory)
- W16: Morphett Street Bridge [p28]
- W11: Plaques from the Victoria Bridge (1872) [p28]
Other plaques are placed at the road level on the eastern balustrade by the stairs
- W10: Victoria Bridge [p27-28]
Note that this and the Morphett Street bridge are separate although forming a continuous roadway
- W9: Torrens Weir [p41-42]
- W7: Creswell Garden arch (casting by A C Harley) [p36, 37]
- W8: Adelaide Bridge 1931 [p26-27]
- W12: Plaque marking the site of the first bridge [p25]
Walk here before crossing the Torrens via W11 or after W13
- W13: Prefabricated rotunda imported from Glasgow’s Saracen Foundry [p41-42]
- E12: Cast and fabricated iron fencing (originally in Victoria Square) [p37]
- E11: The University footbridge [p30]
- E9: The Albert Bridge [p29]
- E10: Bridge over First Creek [p43]



(Above) Prestressed concrete bridges replaced the Victoria Bridge across the river and the steel lattice bridge across the railyards; the original Lion factory is in the foreground – the eastern (right hand) section was demolished to make room for the new bridge

Note: ‘X’ is the embankment of the Jubilee Exhibition railway line which crossed under King William Road via Hays’ underbridge

What a difference some water makes

(Top left) The Torrens in 1860, and following the landscaping of the banks some 20 years later (top right)

(Above left) After a flood in 1917 overtopped the weir, the centre section was replaced with two flood gates (above right) and the footbridge was relocated to the downstream side

As reservoirs for water supply were established around the City, the potential of the Torrens as a place of recreation in the heart of the City became more important. The first challenge was to ensure that it remained full of water. Damming the River Torrens to create a lake was an obvious solution to the appearance and condition of the river. The first attempt was in October 1867 when the Sheriff of the Adelaide Gaol used prison labour to build a wooden dam. It was washed away almost immediately.

Mayor Edwin Smith is credited with the vision that eventually became reality. Construction of a simple concrete weir began in November 1880. This was one of the first uses of concrete in a civil engineering project in Australia: the cement was imported from England and the aggregate came from Aldgate. Mayor Edwin Smith closed the sluice gates for the first time on 1 July 1881. The formal opening ceremony was on 21 July, witnessed by almost the entire population of the City. Not only did this provide a recreational lake in the heart of the City but the landscaping work along the banks helped to stabilise them and protect them from further erosion.

The centrepiece is the graceful cast-iron rotunda [W13] made in Glasgow by the Saracen Iron Foundry and donated by Sir Thomas Elder after whom the park is named. The rotunda was officially opened on 28 November 1882.

In 1889, the first serious flood overwhelmed the new weir and jammed its gates with debris. (In fact, flood-borne silt became a perennial problem and a floating dredge was used to clear it: in 1932 the steam-driven dredge was converted to electric power.) In 1917, the City Engineer, Joseph Richardson, prepared plans to replace the centre section of the weir with two flood gates which could regulate an overflow of two metres and be fully raised to allow the river to run unimpeded. The rebuilt weir was reopened on 23 May 1929 [W9].

The lake is an undoubted asset in the heart of the City with rowing clubs along its banks. The “Popeye” motor launches were started in 1935 and a trip on one is an excellent way to appreciate the City’s bridges.

(Right) This postcard from the early 1900s shows boating and rowing activities, probably on a Sunday (if the best clothes and hats are any guide)



Blighted sights

One of the Values attaching to the Adelaide Park Lands and City Layout National Heritage Place identifies 'vistas' as an integral feature.

The community has long appreciated the Adelaide Park Lands as a buffer zone, at the same time offering passive and active recreational opportunities. Equally appreciated, and recognised, are the views of the Park Lands enjoyed from many parts of the city and North Adelaide. The Park Lands are end points for views through many city streets. Increasingly, the aesthetic value of Park Lands views into and out of the city, with the Adelaide Hills backdrop to the east, is being eroded by unsympathetic and inappropriate development.

The South Australian Health and Medical Research Institute (SAHMRI) on North Terrace is one such example. The nine-storey building, west of Morphett Street Bridge, is a \$200m development funded by the federal government. This construction is on alienated Park Lands deliberately excluded from the Adelaide Park Lands and City Layout National Heritage listing (conferred 7 November 2008). The executive director of SAHMRI, Professor Steve Wesselingh, said in *The Advertiser* of 30 August 2012:

*We were certainly aiming for an iconic building ... that would change the image of North Terrace as you drive down it.*¹

Changing the image of North Terrace for drivers is a curious ambition. By the time the adjoining and presumably equally 'iconic' new Hospital is completed in 2016, the image of North Terrace certainly will be changed. Instead of vistas of the northern and north-western Park Lands, motorists and pedestrians will see nothing but endless built form



as these buildings rise up, and join up, on alienated Park Lands that should have been returned to open space. Park Lands views, or what is left of them, will be enjoyed only by the people in the SAHMRI and NRAH. Now that building height restrictions have been substantially removed from many parts of the city overlooking Park Lands, developers are on the move. Ironically, views of the Park Lands feature as selling points of new, cheap, high density apartment towers, ignoring the effect these developments will have on visual amenity. Taken to its logical conclusion, office and apartment towers will ultimately only have views of each other, just like other cities.

The significance of the city layout is lost, not unsurprisingly, on most developers. But what is the excuse for planners, architects, governments and the city council in their failure to adhere to the Adelaide Plan?

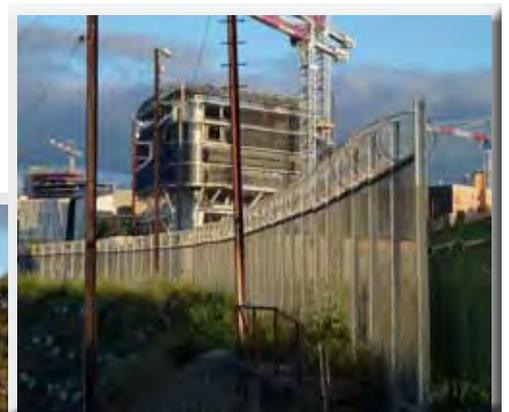
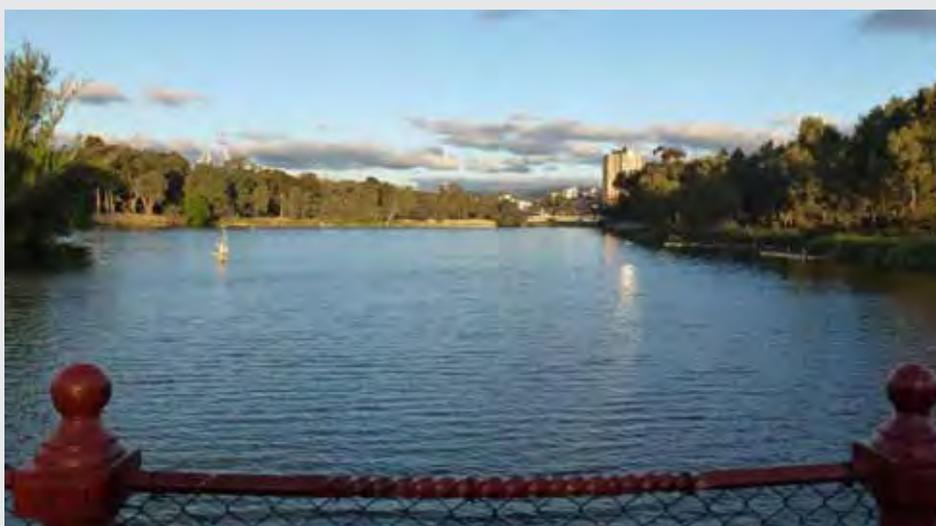
The Adelaide Plan is considered to be a masterwork of urban design and its excellence is as relevant today as when it was laid out by Colonel William Light. The City grid and encompassing Park Lands made the most of the topography, with wide streets sited to provide views

and vistas through the City and Park Lands. Another integral part of the Plan, separation of South and North Adelaide by the River Torrens and Park Lands, will be perilously close to extinction if government's commercial development plans proceed on the area referred to as 'Riverbank'. Original wide boulevards and streets, with their views and vistas of Park Lands, have been 'sleeved down', destroying key elements of the Plan.

'Iconic' buildings and cheap apartment towers can pretty much be erected anywhere, and will be, if developers and the state government continue to have their way. Our truly iconic Park Lands with their views and vistas, once lost, will never be replaced, reducing Adelaide to the blandness of every other city.

Philip Groves

1. '\$200m vision for the state's new medical research centre', *The Advertiser*, 30 August 2012.



Top: South Australian Health and Medical Research Institute (SAHMRI) building on Park Lands west of Morphett Street Bridge. Photo: Gunta Groves, 7 October 2012.

Left and above: Views from the Torrens Weir, Adelaide Park Lands—the Torrens Lake, and Park Lands' SAHMRI, girt with tiger-wire. Photos: K Henderson, 7 October 2012.

Political peloton's sounds of silence

Readers may recall how the Adelaide City Council (ACC) circumvented its own Park Lands Memorials and Monuments Policy by describing the monument in Bonython Park to Lance Armstrong and his Livestrong Foundation as 'directional signage'. This enabled the ACC to avoid public consultation.

The Adelaide Park Lands Authority Board (APLA) wisely did not support the proposal, feeling it was premature to entrench Armstrong's name in the Park Lands. History is now showing us that APLA's caution was warranted.

On 24 August 2012, the US Anti-Doping Agency (USADA) announced Armstrong would be banned for life for using performance-enhancing drugs to win the Tour de France from 1999 to 2005. The USADA claimed that Armstrong used banned substances dating back to 1996, including the blood booster EPO and steroids, as well as blood transfusions. Armstrong chose not to contest the USADA charges, stating USADA was engaged in an 'unconstitutional witch-hunt'. 'Today I turn the page,' Armstrong said on his website, 'I will no longer address the issue, regardless of the circumstances'. The World Anti-Doping Agency (WADA) head John Fahey confirmed the USADA had authority to strip Armstrong of his seven Tour de France victories and Sydney Olympics bronze medal, along with any races he won going back to 1998.

Writing in *The Weekend Australian* 13–14 October 2012¹, Patrick Smith said:

Lance Armstrong is a ... liar, cheat and a bully. So awful is Armstrong, you are right to question whether all his work for cancer patients is not just calculated camouflage to protect his abuse of drugs, his competitors, teammates and supporters ... Armstrong always chanted that he had been tested more than 500 times and never returned a positive. That only proves he never tested positive, not that he did not use drugs ... the creep must have defended himself more than 500 times and never told the truth. You can be positive about that.

On 22 October 2012, cycling's world governing body, the International Cycling Union (ICU), announced that it accepted the USADA's report and would not be appealing to the Court of Arbitration for Sport. The ICU stripped Armstrong of his seven Tour de France titles and banned him for life. ICU president Pat McQuaid said Armstrong has no place in cycling. The WADA subsequently announced its support for the USADA and ICU findings and decisions, stating it was encouraged by the fact that the biggest doping scandal in the history of sport is close to reaching a correct conclusion.



Left: Bonython Park adjacent Port Road, west of Thebarton Police Barracks. Photo taken by Gunta Groves, 7 October 2012.

Right: The Livestrong Pathway 'directional sign' which doesn't really give any indication of direction, either from the pathway or from the road. It looks like a substantial monument/plaque. Photo taken by Gunta Groves, 6 November 2011.



Due diligence failures

There is no sign of ACC removing references to Armstrong and his foundation. Lord Mayor Stephen Yarwood told ABC Radio News on 14 October that the ACC will not be seeking return of the Keys to the City bestowed on Armstrong because he raised the Tour Down Under profile and contributed to cancer awareness. According to the Lord Mayor, 'we should take our hats off to him' and there is a recent move within the ACC to establish a panel to review and develop criteria for granting future Keys to the City.

The State Government is attempting to hose down its relationship with Armstrong and his foundation. Premier Rann once described Armstrong as an 'honourable' man after a former teammate accused Armstrong of regular use of EPO. Premier Rann (or 'Ranny' as his friend Armstrong calls him) presided over contracts with Armstrong that have confidentiality clauses preventing government from disclosing financial arrangements entered into, according to Rann's successor, Premier Jay Weatherill. The Premier blithely stated on ABC radio that if the government knew then what it does now it would never have entered into those contracts.

Was Rann, and the rest of State Cabinet, including now Premier Weatherill, living in some kind of parallel universe at the time of committing a rumoured \$9 million dollars of taxpayers' money to Armstrong and his entities? The whole world was aware of drug use allegations, which had been dogging Armstrong for years before 'Ranny' chose to go against the tide of opinion. What kind of 'contracts' would

not have clauses for potential breaches by either party? Aren't Crown Law and Auditor General's departments meant to have oversight of government adventures and due diligence, thus protecting SA taxpayers from great financial risk?

There is also the ongoing matter of the Flinders Medical Centre Foundation² which raises funds for medical research and equipment for the publicly funded Flinders Medical Centre (FMC) and supports the Flinders Centre for Innovation in Cancer (FCIC). In 2009, then Premier Rann announced a lasting legacy between Armstrong (a cancer survivor) and the FCIC: naming of the research wing of the new centre as the **LIVESTRONG™** Cancer Research Centre. As it is only his seriously tarnished name that Armstrong apparently 'donated' to the FCIC, the Foundation is now in a quandary—retain the discredited Armstrong connection and risk loss of potential donors, or expunge the Armstrong trademark-protected **LIVESTRONG™** brand name from the FCIC and cut its losses. The situation could be even more interesting if the Rann Government entered into some sort of ongoing financial arrangement for the use of Armstrong's **LIVESTRONG™** Foundation brand name.

Makes the task of the ACC to remove the Armstrong blot on the Park Lands seem easy by comparison.

Philip Groves

1. Patrick Smith, 'Armstrong a fraud and frauds can't be heroes. Not now, not ever', *The Weekend Australian*, 13–14 October 2012, p 39.

2. See www.fmcfoundation.com.au.

'USADA has found proof ... Lance Armstrong engaged in serial cheating through the use, administration and trafficking of performance enhancing drugs and methods and ... participated in running the [USPS Team as a] doping conspiracy.'

USADA v Lance Armstrong, Reasoned Decision of the USADA on Disqualification and Ineligibility, 10 October 2012, p 164, <http://cyclinginvestigation.usada.org>

March of chainsaws and car-parks

As predicted by many observers, the *Adelaide Oval Redevelopment and Management Act 2011* has been used as a blunt instrument by the Department of Planning, Transport and Infrastructure (DPTI) in having its way with any impediments to its Adelaide Oval redevelopment. Various 'landscape masterplans' have been commissioned by Minister 'Cow Pat' Conlon, with local landscape consultants enthusiastically joining the feeding frenzy. Judging by the contempt DPTI has already shown toward existing flora surrounding Adelaide Oval, it is obvious the brief to landscape consultants was to start with a blank canvas. If anything gets in the way, Minister Conlon turns the pugnacious DPTI loose to intimidate any opponents.

Numerous, and significant, trees have already been axed. The latest threat is to 105-year-old white cedars forming a pathway in Pennington Park below Light's Vision. The Community Land Management Plan (CLMP) for Tarndanya Womma/Park 26 specifies retention of these as an important element, as does the new draft endorsed by ACC in March.

In 2007, the Adelaide City Council released the voluminous and definitive work, *Adelaide Park Lands and Squares Cultural Landscape Assessment Study*, by Dr David Jones. In his assessment, Dr Jones said of the white cedars and avenue:

... a lovely White Cedar (Melia azedarach var australasica) lined pedestrian-avenue planted in 1907 by Pelzer. An avenue in relatively good health and the oldest avenue of this species north of the River Torrens/ Karrawirra Parri in the Park Lands.

The Statement of Cultural Significance summary identified, in part, that:

Tarndanya Womma/Park 26 represents a nationally significant tract of land comprising sites and places of both national and state cultural heritage significance and merit that have associations to pre-contact and post-contact Kaurna and Aboriginal activities and meanings ... iconic vantage points, ... the first tree planted as a [WWI] war memorial in Australia ... and a large landscape possessing the philosophical and design intent of August Pelzer.

DPTI lodged a formal request, dated 4 June 2012, with ACC for approval to remove the White Cedar avenue and footpath from the Adelaide Oval Licence Area on the grounds that there is an independent arborist's assessment and recommendation to remove the trees due to a major decline in health, and the landscape vision promotes removal of these trees and

future planting of new trees to achieve the overall spatial structure and shade canopy for the Park Lands in the long term. What a coincidence that an avenue in good health five years ago is suddenly identified in an arborist's report as being in an 'advanced state of decline and identified for removal' and that:

... the potential to manage these trees into the future is considered to be low, from an aboriginal perspective, due to the level of decline and major branch-tip dieback exhibited by the trees.

More revealingly, DPTI's letter went on:

However a more immediate issue has necessitated that we seek Council's support to remove these trees immediately, ahead of finalisation of the detailed Landscape Plan for the area, as in the short term it will assist in construction activity such as the temporary stockpiling of soil.

The terms of the licence granted to the Minister for Planning, Transport and Infrastructure by ACC for the Adelaide Oval Licence Area allows development in the licence area provided that the development has been consented to by ACC, or expressly contemplated by the CLMP. The Act requires that ACC consent 'not to be unreasonably withheld'.

At its 31 July 2012 meeting, the ACC rejected DPTI's application to axe the white cedars, following earlier advice of the Adelaide Park Lands Authority not to support their removal. ACC support for removal of the white cedars would also require public consultation.

Reaction to the ACC decision was swift and petulant. Quoted in *The Advertiser*

of 2 August 2012,¹ DPTI Chief Executive Rod Hook branded the decision by ACC 'disappointing' and said government would 'pursue options' to override it.

Mr Hook also claimed, 'This is a disappointing decision which illustrates the difficulty you have at times dealing with the council', a statement which contradicts overwhelming evidence the present ACC regime has allowed itself to be rolled by the current government (usually in secret meetings and discussions) on innumerable abuses of the Park Lands, and the Adelaide Oval redevelopment in particular.

The Pennington Park masterplans are concepts to maximise event car-parking, disregarding community uses integral to the existing and historical landscape. The white cedars just happen to be in the way of increasing car-parking capacity.

This issue presents the ACC with the opportunity to finally take its statutory responsibilities for the Park Lands seriously. If government proceeds with its threatened action, the ACC must, as a matter of urgency, seek federal government intervention under the powers of the *Environment Protection and Biodiversity Conservation Act 1999*.

To date, the federal government has failed to implement any form of protection for the Adelaide Park Lands since conferring National Heritage Listing on 7 November 2008, making a mockery of the Listing given the abuses since perpetrated by state government.

Philip Groves

1. 'Tree decision leaves ... Oval parking stuck in the mud', *The Advertiser*, 2 August 2012.

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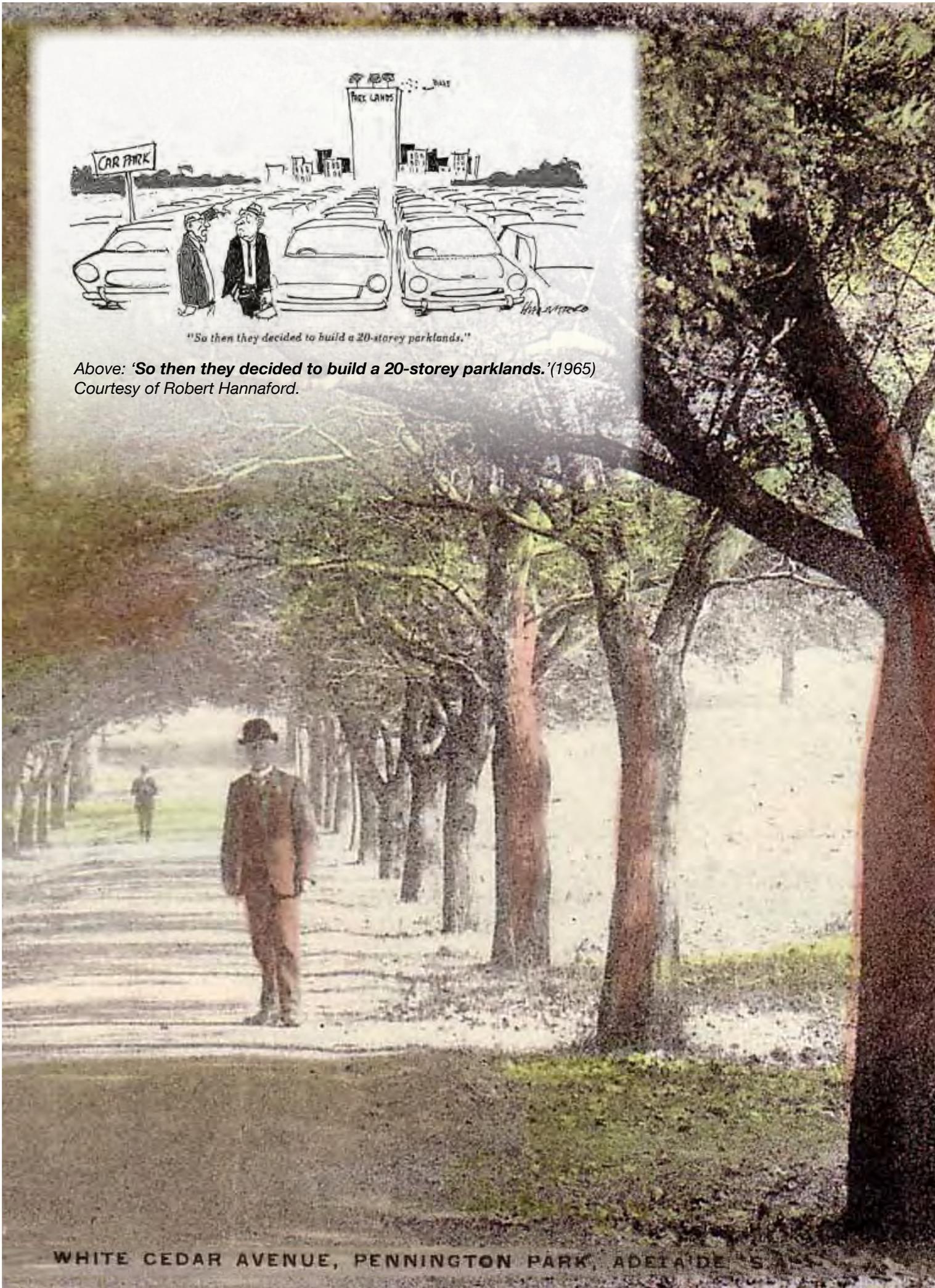
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"So then they decided to build a 20-storey parklands."

*Above: 'So then they decided to build a 20-storey parklands.' (1965)
Courtesy of Robert Hannaford.*



WHITE CEDAR AVENUE, PENNINGTON PARK, ADELAIDE, S.A.