Kilburn has been dumped on for decades. Is has been used as a Repository for everything unwanted — and judging by the latest version of our planning laws, this is no doubt set to continue.

One need look no further than the injustice already in existence along both Churchill and Prospect Roads, to begin to appreciate that there is something terminally wrong with recent changes to the planning laws in our area.

Advised by the ‘Department of Planning Transport and Infrastructure’s Code Hotline’ however, that there would be little to no changes to the current planning laws in our area, in what is essentially a transitional phase — it should come as no surprise to anyone, that I have absolutely no faith whatsoever in the ability of this Government (let alone the Department), to even begin to address the wrongs of the past — let alone plan for our future.

With an increase in both density and on-street parking already causing problems in our area, one cannot help but wonder what is motivating our decision makers, to make the kinds of decisions that they are making — when it is painfully obvious to those outside of the vested interest, that they are not within cooee, of what would be considered acceptable.

I am reminded of a statement within the ‘Kilburn and Blair Athol Urban Renewal Development Plan Amendment,’ which makes reference to a target enshrined within ‘The 30-Year Plan for Greater Adelaide’ which states that: “Eighty per cent of the existing metropolitan area of Adelaide will remain largely unchanged as a result of the plan,” and moreover the response within the ‘Kilburn and Blair Athol Urban Renewal DPA,’ which states that: “The regeneration of suburbs such as Kilburn and Blair Athol will... contribute to the Planning Strategy targets of 80% of the metropolitan area of Adelaide remaining unchanged.”

In short: an expected “population growth of 560,000 people” (or around a third of the State’s Population) over the life of the ‘The 30-Year Plan,’ will largely be racked, packed and stacked into 20% of the land mass of Greater Adelaide - while the remaining 80% continues to live life, largely unaffected.

With Minister for Planning, Stephan Knoll recently declaring in his response (1/5/2019) to a letter directed to The Premier, regarding multi-storey development to the West of Churchill Road — (something we were emphatically advised by Council would not occur, despite wider redevelopment in the area), that: “Infill development, particularly in inner and middle metropolitan areas, is a key tenet of the The 30-Year Plan for Greater Adelaide — ” (a document that will no doubt continue to be serviced by proposed changes to our planning laws), we can only assume that our rights (which are clearly already worth less than those of the vested interest currently salivating in our suburbs), will also continue to be worth less than the rights of those occupying 80% of Greater Adelaide.

One could argue, that The ‘AdeLink’ Tram Network (which until the State Election, included The ‘EastLink’ Tram to Norwood) would also be considered a “key tenet” of ‘The 30-Year Plan’ — which would have no doubt delivered the kind of development to Norwood, that we are now ourselves starting to witness along the face of Prospect Road - the home of ‘ProspectLink’ (a proposal no doubt floated, to justify a desire for increased densities in Prospect, much the same as the construction of the ‘Churchill Centre’ could be used to justify ours). But — then again, what exactly has happened to the ‘EastLink’ proposal, Mr. Marshall?

Add to this the purging of election promise ‘GlobeLink’ — (which will no doubt see The Adelaide Freight Terminal (an organisation that has ridden roughshod over the rights of Local Residents for years), remain on the cusp of the local landscape — (in the dog’s breakfast of Regency Park) for
many years to come); not to mention the continued inability of our trams in the city to ‘turn right,’ and you begin to see a rather curious pattern emerge.

While we are often advised in our area, that there is nothing that can be done — depending on who you are, who you’re connected to, or more specifically where you live (if you are fortunate enough to reside safely within the boundary of a State, or Federal Marginal Seat for example — yours is the earth and everything in it), the proverbial waters appear to open at will, to provide you safe passage.

One could argue that Former Planning Minister and Deputy Premier, John Rau was our Local Member for years. While this is true — with due respect to John (who did not reside in The Electorate of Enfield) he has unfortunately not been a direct beneficiary, of the many changes he has brought to bear in our area.

With the original architects of Kilburn often criticised for designing things in a very antiquated way, I would advise anyone currently shaping the way forward — who might also be inclined to offer their opinion, to do so with their stones very firmly in their pocket.

With Churchill Road Kilburn, now an ugly hotchpotch of Service Stations, both Auto and Crash Repairers, Discount Retailers and Fast Food Outlets (with no doubt more to come — not to mention the added possibility of Places of Worship), and the Northern End of Prospect Road (still very much the poor cousin of its Boutique Southern Namesake) almost barely recognisable — the reality is that we are being forced (more so now than ever), to venture further out of our local area for almost everything we need.

With once family homes now being rented by the room, with front yards that — at times more closely resemble Car Yards (which like their owners seem to operate on a 24 Hour basis), I can safely say (as a frequent user of Public Transport, both historically & currently), that the notion of concentrating “… new growth within metropolitan Adelaide in transit corridors” as per the edict of ‘The 30-Year Plan’ will somehow result in an increase in Public Transport patronage, is little more than a pipe dream — (especially for anyone now attempting to get to work on-time by Bus, along the newly congested Northern End of Churchill Road).

Not a betting man, I would be more than prepared to wager however that when the Planning Minister states that he understands that: “… growth and change in established areas can bring a range of pressures and planning challenges” (Letter, 1/5/2019), that he does so from the very privileged position, of living outside the 20%. The reality for Owner Occupiers, and Long-Term Residents in Kilburn however — (a suburb which is already on the cusp of majority Investment Property Ownership), is more than a little different.

With the prospect of 2, 3 or 4 Storey Overshadowing - (which raises serious concerns for both privacy and security, as well as both the amenity (particularly with regard to boundary encroachment) and climate of neighbouring properties — (not to mention any potential one may have to unlock the benefits of renewable energy, let alone grow their own food), the impact of noise and disturbance that invariably comes with any increase in density and/or elevation, the ongoing detrimental effect not only of a focus on affordable housing, but also the nuisance associated with the retention of social housing, the continued encroachment of commercial development on residential areas (be it small scale, or otherwise), the impact of both on-street parking and local traffic congestion — (particularly the on the drive time for emergency services), a lack of consultation with regard to building approvals — not to mention a lack of open space (particularly when said open space is simply rebadged toxic land), as well as the ongoing impact of poor building design on the overall amenity of the area, and you can begin to appreciate the devastating cumulative effect that this has on both individual, and community.

The question I would really like answered, is why the quality of the lives of both Owner Occupiers, and Long-Term Residents alike - the value of their collective investment and ongoing commitment
to our area, as well as their continued right to the private & lawful enjoyment of their property, are somehow worth less that the rights of those - whose only commitment to our area, lasts about as long as the opportunity exists, to make a fistful of dollars?

What is clear, is that the road ahead is being paved by vested interest (which has a better than average chance these days, of residing outside of the Area, the State, or the Country), and not by those whose lives will ultimately be most impacted by the change.

I for one am fed-up, not only with once again witnessing our rights — (not the least of which is the right to be fully & appropriately informed about what is happening in our area, let alone have an equally appropriate amount of time to respond to them), being both trivialised and eroded, but also with wasting my precious time writing pointless submissions to Public Servants - whose job it already is, to get things done, and get it right! You are turning our once beautiful Suburbs, into slums!

In what is fast becoming the land of the Royal Commission, perhaps what is required is yet another, to attempt to get to the bottom of our woes — (but then, again — what of substance has been achieved for those mistreated by the Financial Sector)?

Well may the Planning Minister champion, that with the advent of the ‘Planning and Design Code,’ there will now be “... one set of planning rules” (Letter, 1/5/2019) for the whole of the State - (which no doubt makes everyone feel as though they are receiving equal treatment), because from where I stand, it is anything but a case of even-steen.

SEAN GRIFFITHS