

## 4.8 South Australian Area Strategies

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4.8.1 Southern Areas Area Strategy

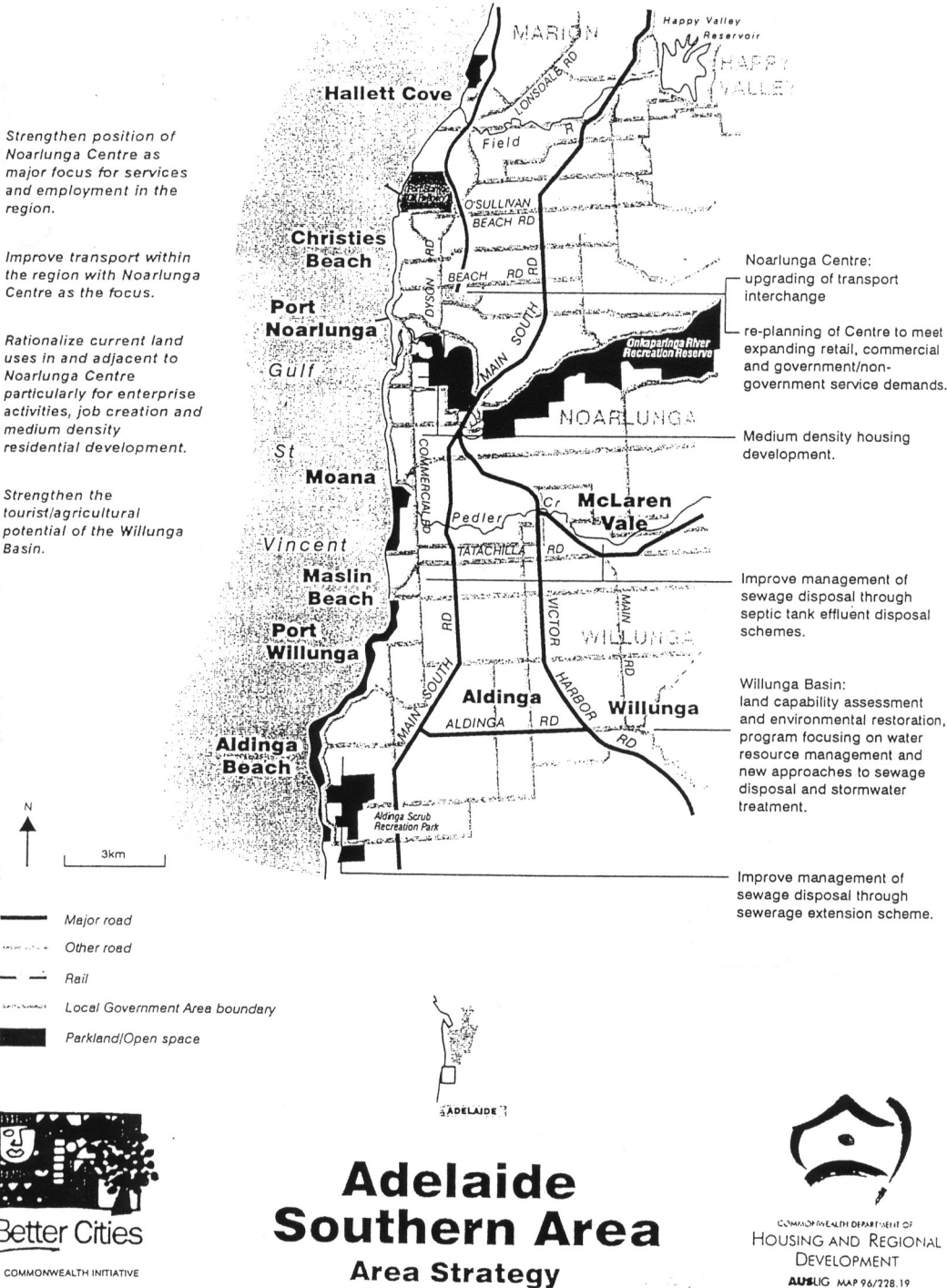


Illustration 4.94 Southern Areas Area Strategy map (The Report, Vol. 1, facing p. 45)

### 4.8.1 Southern Areas Area Strategy

#### Background

Southern Adelaide includes the council areas of Noarlunga, Happy Valley, Willunga and Marion. These areas have been the subject of a greater rate of population growth than that of Adelaide. The objective of the Southern Areas Area Strategy were to increase work opportunities in southern Adelaide and lessen travel demand and requirement for new transport infrastructure. The strengthening of the Noarlunga Centre 30 kms south of Adelaide was the major focus of the Area Strategy in the provision of services and employment, including improved regional transport accessibility in the upgrading of the existing rail-bus interchange. This is a dispersed Area Strategy, and as the focus of the evaluation is contained to the Noarlunga Centre it is a Category 2 Project.

#### Objectives

- 'To increase the range and number of employment opportunities in the region and hence lessen travel demand and the requirement for new transport infrastructure;
- to improve liveability and urban amenity through strategic investment in urban infrastructure in older coastal areas;
- to focus regional service provision on the Noarlunga sub-metropolitan centre, extend its range of services and improve accessibility;
- to improve the use of urban land and space capacity within existing physical and social infrastructure;
- to develop an environmentally sustainable urban form for new development which successfully integrates socially disadvantaged older development areas, and
- to improve area planning and management coordination within the region.' (*The Report*, Vol. 1, p. 44)

#### Urban design evaluation

The components of the Southern Areas Area Strategy comprised three groups: those of infrastructure, predominantly sewage disposal; medium density housing in the vicinity of Commercial Road; and a major redevelopment at the Noarlunga Centre together with the upgrading of the adjacent rail-bus interchange. It is the Noarlunga Centre that is the focus of this Area Strategy. However, the substantial infrastructure initiatives involved the following:

- improved disposal of septic tank effluent systems in the Maslin's Beach area;
- a land capability assessment in the Willunga Basin together with environmental restoration centred on water resource management, sewage disposal and stormwater treatment, and
- improved sewage disposal in the Aldinga Beach area.

### Buildings and their grouping

The Noarlunga Centre including the rail-bus interchange were well established prior to the additional expansion of both facilities under the Program. The additional works are referred to in Activities.

### Public domain

The public domain is essentially the central 'shopping centre' space and its peripheral pedestrian paths leading to car parks, the rail-bus interchange, the Noarlunga Leisure Centre and other facilities.

### Safety and security

The public domain is in the main well considered in terms of effective sight lines for informal surveillance, an absence of places of concealment and pedestrian protection from falls with extensive brick paving with its inherent non-slip finish.

### Activity

The activities that are part of the additions to the Noarlunga Centre include extensions to the TAFE College, the construction of an office for the Department of Family and Community Services, the southern sports complex and community centre and works to the rail-bus interchange. (*Illustration 4.95*)



*Illustration 4.95      Modifications to the rail-bus interchange*

### Conservation and heritage

The criterion of conservation and heritage was not applicable to this Area Strategy, other than possibly conserving the original landscaped works as a basis for further development. However, this may have been driven more by economic imperatives than those of conservation and sense of continuity.

### Landscape

The recent landscape works build on the design of the original, preserving and continuing the extensive brick paving and its retaining walls, ramps and broad stair flights at level changes. (22) The elements of the landscape to the central area and its pedestrian paths to other

destinations are predominantly brick paving, shade trees and islands of lawn. Whilst building on the sound design basis of the earlier landscaped works, the opportunity to create a vital community space, utilising the Program's further development as a catalyst, appeared not to have received consideration. (*Illustration 4.96*)



*Illustration 4.96*      *Landscape*

### Environment

There was no concerted approach to protection from the elements. Both existing and new buildings make limited gestures in this regard and are reliant on mechanical services for occupant comfort. Such covered ways as exist were part of the original Centre development, but with some additional cover provided in association with the rail-bus interchange works. The generous tree canopies in the central courtyard provide shade in the essential summer months when it is needed most. The trees are of the deciduous genus *Planus*.

### Ecological response

As regards the Centre and interchange, there was no evidence that ecological considerations such as energy conservation and water management had been taken into account. The thrust of ecological initiatives for this Area Strategy lay in the broader water conservation and sewage disposal reappraisal outlined earlier under 'Urban design evaluation.

### Circulation

Major changes to existing circulation patterns were not identified as components of the Area Strategy. The predominant contribution to circulation is in the provision of pedestrian paths from the centre to other adjoining destinations.

### Public art

Given the possibilities for public art, this aspect was particularly disappointing. Its complete absence in any real sense was inexplicable. One explanation might be fear of vandalism, yet in such a public place this point of view is difficult to sustain, especially given the well considered surveillance opportunities referred to above, in 'Safety and security'.

### Social

Both the southern regional centre of Noarlunga and its counterpart north of Adelaide at Elizabeth have communities less privileged socially and economically than those that live close to Adelaide in the immediate northern, eastern, western and coastal suburbs. It is a criticism of those responsible for the Southern Areas Area Strategy that whilst the practicalities of living in terms of facilities, services and transportation have received attention, there is nothing in the initiative that contributes to increased cultural and social enhancement, unless the sports centre is deemed to meet some of these needs.

A similar criticism applies to Elizabeth, with the exception of the rehabilitation of dreary South Australian Trust homes to become the Rosewood Village, referred to further in Elizabeth-Munno Para (Rosewood Village) Area Strategy.

### Management processes

There were no documents that could be described as urban design guidelines for this Area Strategy.

### Conclusion

This is a dispersed project without a great deal to offer in the way of urban design. The separate components, whilst undoubted improvements, do not combine to make an integrated whole. The opportunities to rework the Noarlunga Centre into a vital and active place for the people fell well short of its potential.

4.8.2 Elizabeth-Munno Para Area Strategy (Rosewood Village)

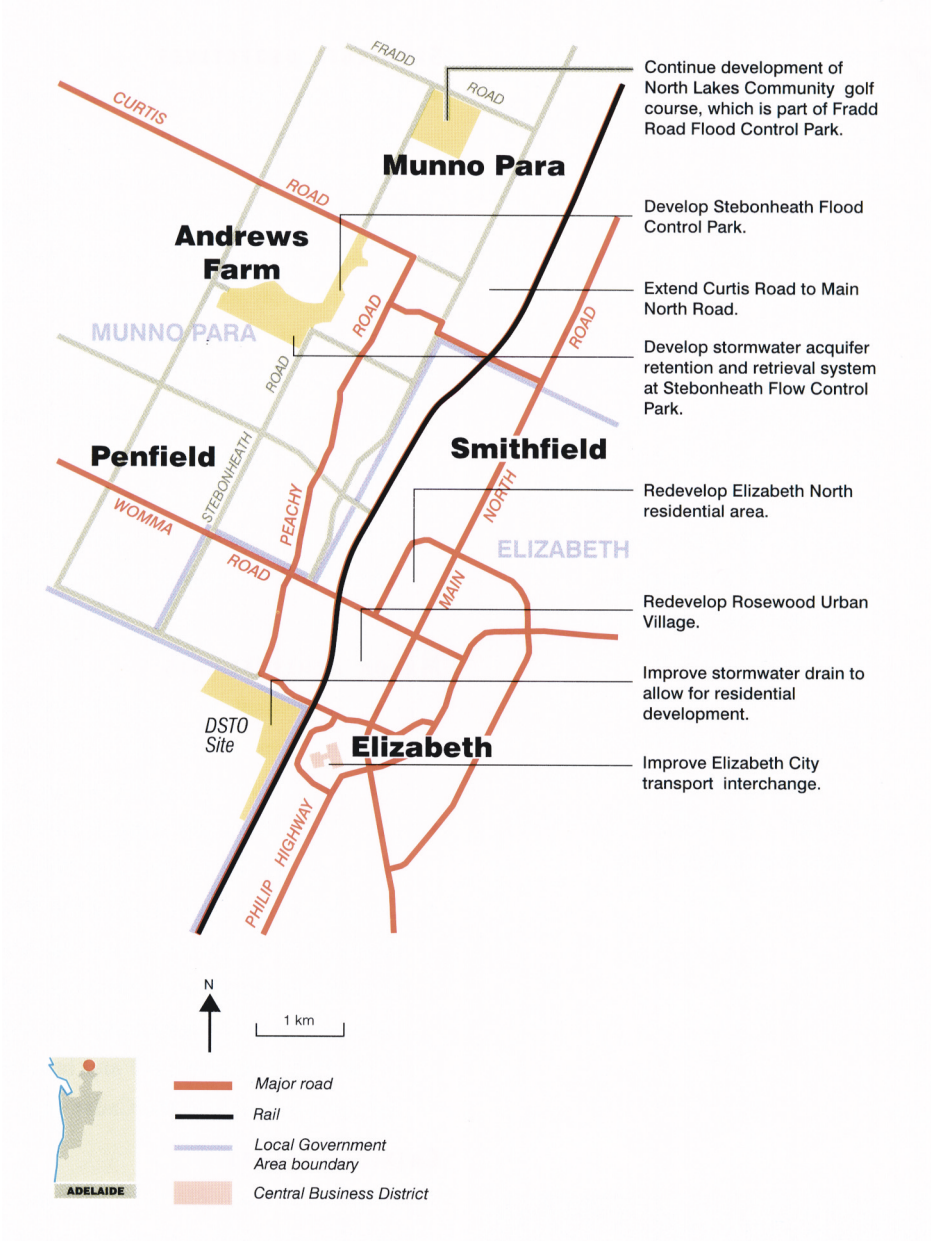


Illustration 4.97 Elizabeth-Munno Para Strategy map (Better Cities. The National Status Report. 1995, p. 57)

### 4.8.2 Elizabeth-Munno Para Area Strategy (Rosewood Village)

#### Background

Twenty-five kms to the north of Adelaide lies the City of Elizabeth, originally conceived during the Playford Government era of the 1950s as a satellite city. In a broad sense as a regional centre, it is akin to Noarlunga 30 kms to the south. Given the 50 year passage of time, the extensive single storey public Housing Trust homes were aged, appearing decidedly jaded and in need of demanding maintenance. To the immediate north of Elizabeth lay Munno Para which was experiencing problems of rapid growth. There was a clear need for a range of initiatives including the enhancement of Elizabeth's housing stock and general image, new infrastructure and environmental initiatives, including flood control measures, and for the Elizabeth City Centre to serve the northern areas as a multi-functional regional centre. Overall the desire was the compaction of urban growth and the overcoming of social disadvantage. Given the dispersed nature of this Area Strategy it is a Category 2 project.

#### Objectives

- 'To achieve more compact urban development in the Munno Para area and defer new urban environment further north;
- to upgrade the desirability and sustainability of the urban environment and improve the quality of existing urban areas and preserve heritage values;
- to provide greater diversity in house type and tenure;
- to improve the range and number of employment opportunities within the northern areas;
- to develop Elizabeth as a strong metropolitan regional centre;
- to improve area planning and management coordination based on social justice principles, and
- to provide a model for regional approaches to urban development and public housing redevelopment to overcome social disadvantage and residential segregation.' (*The Report*, Vol. 1, pp. 42-43)

#### Urban design evaluation

The Elizabeth-Munno Para Area Strategy is a highly dispersed Area Strategy with components of stormwater management and hence ecological responsiveness; a planned-for road extension of Curtis Road to Main North Road and built works including the redevelopment of existing Housing Trust residential stock to form Rosewood Urban Village and an upgrade of the Elizabeth City transport interchange. The components of particular interest to this Area Strategy evaluation are the ecological stormwater responses, and the Rosewood Urban Village. The Elizabeth City transport interchange was not completed on the occasion of the field trip visit. This evaluation is centred on the Rosewood Urban Village.

#### Buildings and their grouping

Apart from some limited housing infill, as in Tisbury Street, the pattern of buildings and their grouping is an inheritance from the original development. The existing grain is basically

unaltered, and the Area Strategy is essentially 'cosmetic' in nature, but notwithstanding, a serious cosmetic transformation. (*Illustration 4.98*)



*Illustration 4.98* 'Cosmetic' transformation

The infill housing, as in Tisbury Street, was of indifferent design quality, a situation found in other Area Strategies and other projects. (*Illustration 4.99*)



*Illustration 4.99* Infill housing Tisbury Street

### Public domain

The public domain comprises the internal street structure and footpaths and a limited number of parks, some of modest extent. These are discussed further under Landscape.

### Safety and security

The original development was noted for its spartan and open appearance, and although the recent and substantial contribution to landscape has added a tangible and agreeable green 'bushiness' it does not appear to have impeded effective sight lines or contributed to areas of concealment.

### Activity

Whilst there is a small group of refurbished local shops with a park and its own rotunda opposite, the project is essentially one of remodelled housing. Rosewood Village (Stage 1) involved some 356 houses, 96 owned privately with the remainder owned by the South Australian Housing Trust

(SAHT). The eventual completion (of Stage 2) includes the refurbishment of 987 SAHT and 628 private houses. Given the almost infinite dreariness of the original housing, the transformation is a substantial and creditable one. (*The Report*, Vol 2, pp. 182-183)

### Conservation and heritage

Not by any stretch of the imagination is it possible to establish Elizabeth as a possible conservation area, significant and deserving of retention. The original housing was even in its own day, of mean design, unimaginative siting, average construction standards and condemned socially by many as it became a place to locate migrants, many of British origin. Accordingly, this evaluation criterion is not applicable.

### Landscape

The vigorous program of streetscape and residential garden enhancement has been a transforming element in the revitalisation of the area. It is the strength and density of the planting that contributes to this revitalisation. The general observation remains that the contribution of landscape design is at its most powerful and effective when it leads rather than follows. (Examples of setting the design pace are the robust circulation spines found in East Perth, Subiaco and Lynch's Bridge.) However, to some extent the main re-landscaped Woodford and Womma Roads in the resuscitation at Rosewood and the density of residential planting approach, in some degree, the strength of the above mentioned spines. (*Illustration 4.100*)



*Illustration 4.100*      *Landscape works*

### Environment

In the remodelling of the austere housing, a variety of elevational devices have been added including sun hoods to windows and carports. Whilst these devices are as much architectural devices as environmental enhancements, they do nonetheless contribute to providing some protection from sun and rain.

### Ecological response

In as much as the remodelling of many tired Trust homes would have been an immense preservation of embodied energy, the initiative must be regarded as ecologically responsive, and indeed a positive contribution to sustainability.

### Circulation

There has been no significant alteration to the overall street pattern of the study area, from its existing state to its present remodelled situation, other than the heightened definition of Woodford Road and Womma Road through visibly strengthened landscape.

### Public art

Whilst in this totally refurbished area there was substantial opportunity for public art the opportunity was not taken up.

### Social

An important objective of this Area Strategy was to accomplish a reduction in rental housing and an increase in home ownership achieved by the refurbishment of the public housing stock and its sale to tenants in the open market. (23) The reciprocal aspect of this was the replacement of rental stock in other areas of Adelaide. The concept of 'HomeStart' was designed particularly for Elizabeth-Munno Para and accessible to those on incomes as low as \$300 per week. A deposit of \$1,000 under Bonus HomeStart provided a subsidised loan to \$15,000 inflation adjusted, to be repaid when the house was sold or the HomeStart loan repaid. The loan was later modified to become the Rosewood 'advantage loan'. A 'mortgage scheme for Rosewood village involved shared equity loan component called a bonus loan of up to \$15,000 depending on the applicant's income. An interest-free loan of \$15,000 was available to borrowers on incomes up to \$460 per week' (*The Report*, Vol. 2, p. 49). In addition, a further loan arrangement was available to local low income home owners for the purpose of upgrading their existing home. The details of this innovative demonstration program are pursued in further detail in the following sources: (*The Report*, Vol. 2, pp. 49-50 and pp. 60-61; Badcock, B. 1996, *Replacing Problem Estates: A South Australian Case Study* and O'Donovan, T. & Ferritti, D. 1993, *Elizabeth /Munno Para Social Justice Project*.

### Management processes

The management process of greatest significance to 'Rosewood' is the 'HomeStart' program, described above.

### Conclusion

Whilst essentially this Area Strategy is a cosmetic transformation, it has substantially enhanced the original development and contributed to resident well-being both in the visual quality of their environment but also economically in the form of 'HomeStart' and 'Bonus HomeStart Mortgage', the latter renamed as the Rosewood Advantage Loan.

Of the Program's 26 Area Strategies 'Rosewood' was a stand alone initiative. There were no other strategies of this type. The outcome was positive in that it built on the paucity of the original development, whose eventual fate would surely have been one of demolition. Given these considerations Rosewood is a successful Area Strategy; however, to say the outcome created an 'urban village' is considered an overstatement.

4.8.3 North West Sector Area Strategy

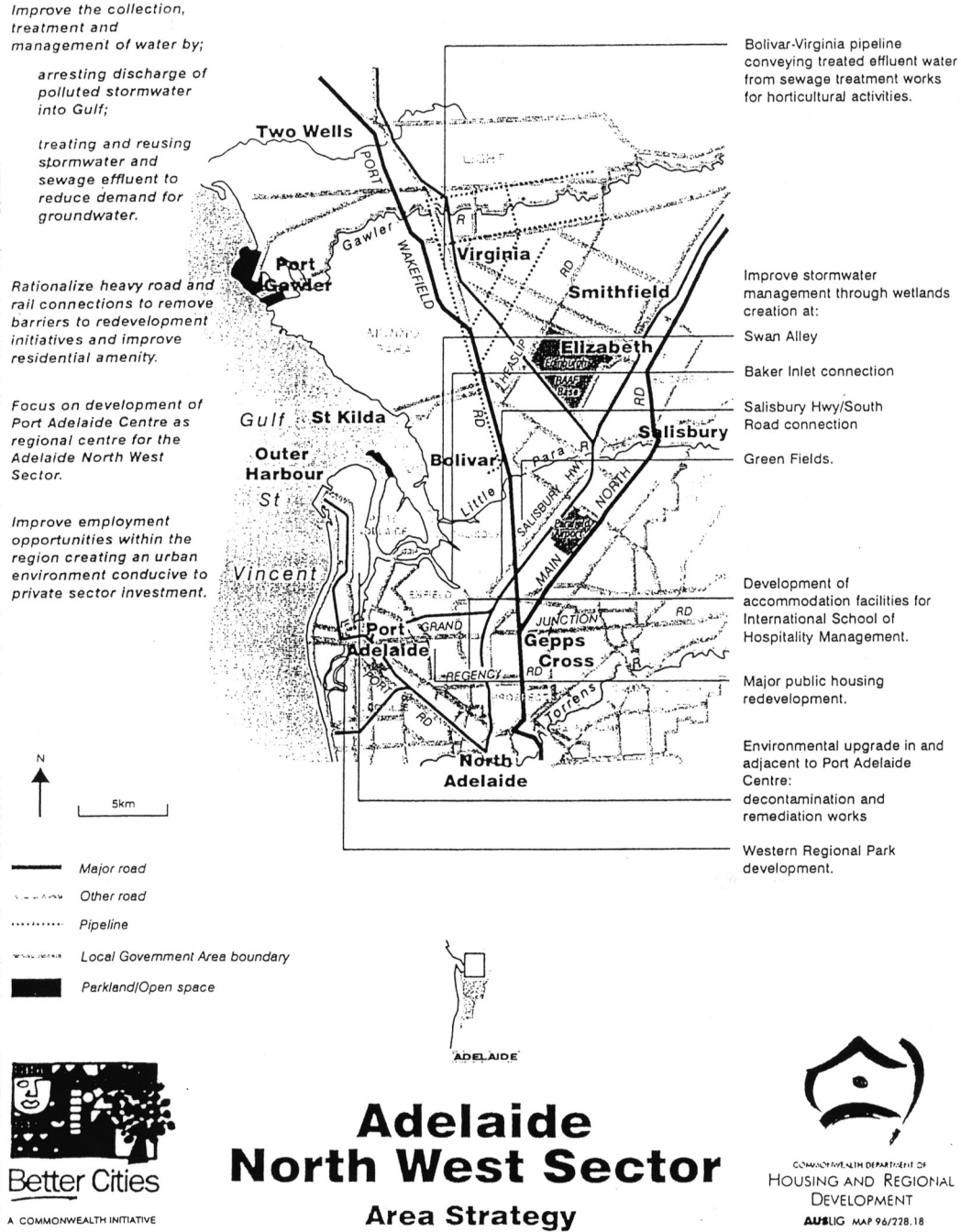


Illustration 4.101 North West Area Strategy map (The Report, Vol. 1, facing p. 48)

### 4.8.3 North West Sector Area Strategy

#### Background

The North West Sector Area Strategy occupies a wide, flat and, in terms of natural endowments, a somewhat desolate area to the north of Adelaide. The strategy includes the suburbs of Port Adelaide, Rosewater, Ottoway, Pennington, the Parks, Wingfield and Dry Creek. This unprepossessing area, with perhaps the exception of the visual heritage of Port Adelaide, has also social and economic difficulties with high unemployment, low training levels and people on social welfare. Earlier employment opportunities in transport and industry had declined due to significant rationalisation leaving in their wake unemployment and under-utilised land holdings. Further, the area has suffered the prolonged abuse of landfill and waste disposal. Over and above these drawbacks, the area is a drainage system with a prolonged period of sewerage and industrial effluent discharge into the Port River. The contaminated waters of the Port River have in turn despoiled the mangrove swamps, fish breeding grounds and recreational uses. The strategy set out to achieve ecologically sustainable development in the future and to make good the despoilation of the past. This change of perception was seen in the context of the more efficient use of infrastructure and in the upgrading of transport to increase accessibility to both community services and employment. The revival of interest of the Multi-Function Polis (MFP) for this area added, if only to a limited degree, a new way ahead for this area. The focus of this Area Strategy is on the New Haven Village and the Mawson Lakes development, and because of this contained focus this a Category 2 project.

#### Objectives

- 'To provide a strong linkage of Better Cities initiatives with revised elements of the MFP Australia strategy announced jointly by the South Australia Government and the Commonwealth on 4 February 1994;
- to improve the range and number of employment opportunities, locally and within metropolitan Adelaide by creating an urban environment conducive to private sector development and business investment;
- to improve the use of urban land and use the spare capacity within existing social and physical infrastructure in the area;
- to improve environmental health in the area;
- to achieve better coordination across all agencies involved in the north west sector of Adelaide;
- to remedy the environmental degradation caused by past urban development in the local area and region, as well as ensuring the future development is environmentally sustainable, and
- to provide for improved rail and road transport throughout the area which accommodates linkages between centres, and assists the special needs of disadvantaged groups.' (*The Report*, Vol. 1, p. 48)

#### Urban design evaluation

This Area Strategy contained a number of infrastructure works. Some ecologically oriented as in the Virginia pipeline transporting treated wastewater from the Bolivar wastewater treatment plant

to market gardens for irrigation purpose, the completion of the extensive Greenfields wetlands and the creation the Western Regional Parks at Port Adelaide.

The built works of particular interest are not BCP projects in the strict sense, since they were funded from other sources. New Haven Village was funded, at least in part, by redirected monies from the Multi Function Polis (MFP) Scheme, and the Mawson Lakes development was funded 50% by the South Australian State Government and 50% by private investment. Both initiatives were strongly ecologically based.

### New Haven village

#### Buildings and their grouping

This small development of 65 medium density homes is a well-considered juxtaposition of single and two-storey housing units. (*Illustration 4.102*)



*Illustration 4.102*      *New Haven housing*

#### Public domain

Footpaths are virtually non-existent and the public domain is the shared pedestrian and vehicle circulation and parking area.

#### Safety and security

Given the small site and the very open circulation area, both safety and security appear well provided for.

#### Activity

The development is entirely one of housing.

#### Conservation and heritage

Conservation and heritage were not an issue in this development.

#### Landscape

Landscape planting is severely restricted and often to border situations as a result of the extensive brick paved shared zone. It is fortunate that the development directly adjoins the Osborne House

Reserve on its southern boundary, which has opportunities for vigorous recreation, opportunities which are not really possible nor supported in the paved shared zone. Without this valuable resource 'next door', the provision of recreation space in the development may well be found to be seriously wanting. The extent of paving is a concern, since at the height of summer it will be a considerable source of re-radiated heat. (*Illustration 4.103*)



*Illustration 4.103 Paved areas New Haven*

#### Environment

Protection from the elements in terms of roof overhangs, sun hoods and protected porches is well provided for. (*Illustration 4.104*)



*Illustration 4.104 Environmental protection*

### Ecological response

The village is ecologically responsible since it 'uses 30% less water. Stormwater and sewage wastewater is treated and re-used for toilet flushing, gardens and ovals. (The scheme) eliminates pollution of waterways.' (From a sign at the entry to the development) (*Illustration 4.105*)



*Illustration 4.105*      *Water management*

### Circulation

The site circulation occupies the entire paved area since it is a declared shared zone for both pedestrians and vehicles with an upper speed limit of 10 kph.

### Public art

There was no public art in this development and hence this was not an issue.

### Social

The planning of this development is tight and the closeness of the individual units may well contribute to a loss of acoustic privacy.

### Management processes

The project was a joint initiative of the MFP and BHP. The South Australian Housing Trust (SAHT) together with the private sector were the scheme's designers.

### Conclusion

This compact project shows considerable ecological responsibility, and in that sense alone is a valuable demonstration project.

### Mawson Lakes

Mawson Lakes is a remarkable ecological initiative, as it is located near Parafield on the flat, arid, stubble-covered Northern Plains, one of the least prepossessing areas north of Adelaide. It is planned for 10,000 residents and 6,000 workers. The development is integrated with the relatively recently built tertiary institutions in the area and claims a total water management approach, computer monitoring and energy policy. The principals to the scheme were the Government of South Australia 50%, Delfin Property Group 25% and Lend Lease Development 25%. The most remarkable aspect of the project in this arid, dry and until recently most unwelcoming industrial

and residential area is that new housing is directly adjacent to water as in the East Perth and the Ascot Waters projects. This is part of the stormwater management system involving the cooperation of several councils: Port Adelaide, Enfield, Hindmarsh and Woodville and Salisbury, and covered by the *Catchment Water Management Bill 1995*. There is also a series of flood control parks at Burton, Fradd, Helps and Stebonheath Roads. There are also in place installations to return water to the aquifers. It is literally an oasis outcome. (*Illustration 4.106*)



*Illustration 4.106 Mawson Lakes*

### Buildings and their grouping

The housing favours individual houses on their own blocks. There are nine standard block sizes, which include the following: Town Cottage 267m<sup>2</sup>; Villa 300-375 m<sup>2</sup>; Patio 322m<sup>2</sup>; Carriage-way 315-420m<sup>2</sup>; Courtyard 420m<sup>2</sup> and Traditional Family 540-600m<sup>2</sup> (*Mawson Lakes Update*, Issue Seven, September 1999 p. 4). The small blocks, with the exception of the Town Cottage, permit two-storey houses thus accounting for the high site coverage and crowded appearance of the housing.

## Public domain

The public domain is generous and includes the Lake and its environs as well as the extensive open grassed areas with their broad but shallow streams and stone riffles for aerating the water. (Illustration 4.107)



*Illustration 4.107*      *Public domain*

## Safety and security

The site is open providing excellent sight lines to assist informal surveillance.

## Activity

The estate is essentially one of housing and a 'Boatdeck Cafe' but plans exist to establish a 'bustling' town centre including cafes, strip shopping and theatre restaurants. The lake, which at full capacity will cover some 7 hectares, provides opportunities for kayaking, canoeing and sailing, with the lake surrounds connected to a network of hiking and bicycle trails.

## Conservation and heritage

In built form conservation and heritage were not an issue in this development, but in the conservation of water resources, it was a significant issue.

### Landscape

The landscape response is one of extensive lawns, broad swathes of paving, particularly by the water's edge, and a mix of native and exotic trees, many still immature.

### Environment

The housing style is developer driven, frequently two-storey, with painted and rendered external walls and red tiled roofs. From time to time, a concession by way of a protected porch or balcony, provides some shelter from the sun and heat but these environmental design acknowledgments are by no means consistent or evenly distributed.

### Ecological response

An objective of the development is a 50% reduction in the use of water, achieved through recycling of stormwater and cleaning up and reusing waste water. 'Unlike conventional residential developments an on-site treatment plant will mean no waste water leaves Mawson Lakes. On-site stormwater is being captured, cleansed and reused. Water that has been cleansed by both the on-site treatment plant and the wetlands will be stored in the underground aquifer and reused for toilet flushing and the watering of parks and private gardens.' (Information sheet, *Mawson Lakes - Environment*).

### Circulation

Although there is a dual carriageway, with a dividing plantation strip, giving an extended access into the site, once within the development the circulation arrangements cater more for the pedestrian. In particular, the walks leading to and around the lake, are very much a pedestrian safe haven.

### Public art

Given the complete transformation of the site from one of paddocks to that of urban waterside living, it is disappointing that no works of art could be found celebrating this massive change. Indeed, the absence of art works was one of the few disappointing outcomes of this development.

### Social

Mawson Lakes is variously described as providing a 'lakeside lifestyle' or 'a cosmopolitan boulevard lifestyle', whatever images the latter description is intended to conjure up. The concept is one of an integrated community including both permanent residents and university students, with the University of South Australia and Technology Park within walking distance of the town centre.

### Management processes

For those anticipating locating here there is the Mawson Lakes publication *Design for Better Living*, and whilst not a set of design guidelines, it does offer sound advice in terms of outdoor living, saving energy, water and common services.

### Conclusion

The one substantial contribution Mawson Lakes makes to contemporary urban development is in its water management, thereby transforming semi-arid Northern Plains site into a virtual oasis.

4.8.4 Western Area Strategy

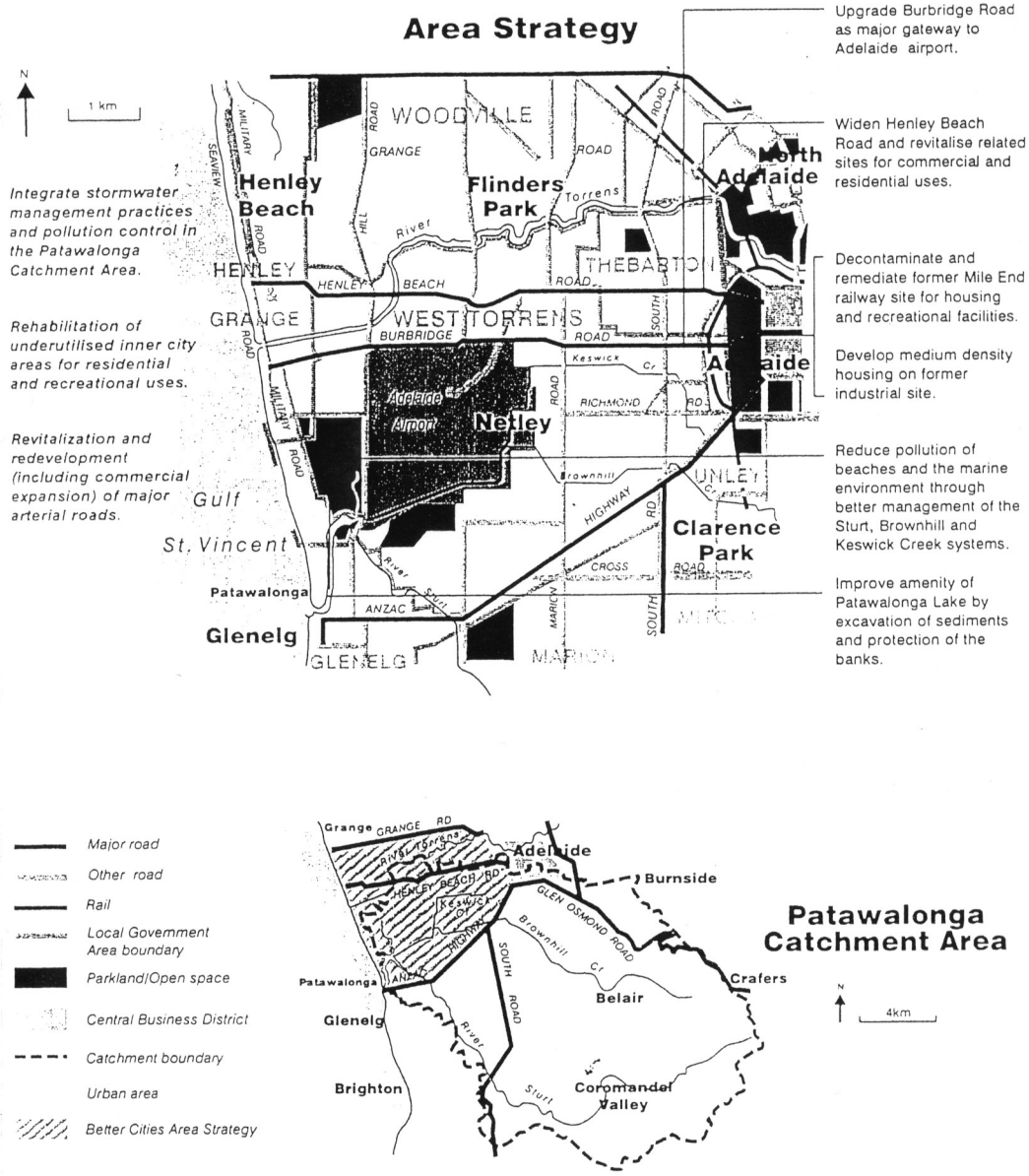
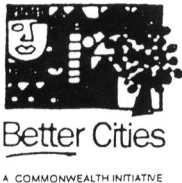


Illustration 4.108

Western Area Strategy map (The Report, Vol. 1, facing p. 46)



**Adelaide  
Western Area  
Area Strategy**



### 4.8.4 Western Area Strategy

#### Background

This Area Strategy was bounded on the east and west by the City of Adelaide and the coast and on the north and south by Grange Road and the Anzac Highway. It embraced the inner western suburbs of Thebarton and Mile End where population had particularly declined together with the general decline in the western suburbs. Although Mile End, once Adelaide's major railyard was an extensively contaminated site, it was nonetheless an optimum location to advance the principle of urban consolidation and 'model' developments of inner city living. The strategy generally aimed at greater housing densities and more affordable housing, improved community facilities and better traffic management. The location of Adelaide Airport within the regional area and its associated transport linkages was an important consideration for industries associated with goods distribution and with potential for increased economic advantage. The strategy area is also a major metropolitan drainage system for the River Torrens and its contributories. This is a Category 2 Area Strategy, the focus being on Horwood Bagshaw site housing development.

#### Objectives

- 'To achieve major improvements in the use of existing inner city infrastructure;
- to revitalise underused industrial areas by urban redevelopment projects;
- to rehabilitate underused rail marshalling yards for residential sport and recreational opportunities;
- to better use and improve access to the leisure and aesthetic aspects of the western park lands;
- to demonstrate new concepts in planning and housing provision as well as the benefits of urban consolidation with energy efficient designs for land division and housing;
- to improve the urban environment and to preserve its heritage values;
- to improve the appearance and efficiency of the major arterial gateway roads and provide for a significant rationalisation of land use and commercial opportunities on those roads;
- to integrate the decision making on regional stormwater management and rationalise stormwater management;
- to improve the quality of the environment in the Patawalonga Lake and its drainage system to meet the objectives of the Coastal Zone Inquiry of the Resource Assessment Commission;
- to provide a major catalyst for private investment and infrastructure to facilitate tourism, residential and recreational activities in Glenelg and West Beach;
- to accelerate provisions for the realignment of Tapleys Hill Road to allow for possible future expansion to the Adelaide Airport, and
- to provide an important and direct north-south transport linkage through the inner western areas which will have a minimal impact on those areas.' (*The Report*, Vol. 1, p. 46.)

### Urban design evaluation

This Area Strategy was a combination of a major environmental 'clean-up' initiative, road works and housing. There was a significant program to clean up the Patawalonga estuary and its upstream catchment system. The clean-up involved the management of the Sturt, Brownhill and Keswick water courses as they are tributaries to the Patawalonga. An aerial photograph taken at the time shows a wide inky flush entering the sea near Glenelg as the system is purged, leaving little doubt as to the degree of its pollution. (24) Together with these works the Patawalonga Lake was also dredged and deepened. Henley Beach Road was widened making way for medium density development. The housing developments comprised 88 medium density residential units on the remediated Horwood Bagshaw site at Mile End and 33 double storey medium density units, the Sir Thomas Elder Mews, on the southern side of the widened Henley Beach Road. The latter units are particularly disappointing in their elevational presentation to both Henley Beach Road - one of Adelaide's main thoroughfares to the suburban coast - and to the mews at the rear, and with such mean provisions of private space that their evaluation was not pursued. The elevational treatment was allegedly derived from nearby shops and houses, however they are not successful design outcomes. Because the houses are virtually on a busy road, considerable effort and expenditure was invested in sound attenuation measures. The particular detailed study of this Area Strategy is focused on the housing at the Horwood Bagshaw site whose objective was to 'create an architecturally cohesive streetscape in keeping with the existing residential stock.' (*The Report*, Vol. 2, p. 187)

### Buildings and their grouping

The housing derives from a Victorian two-storey model style, with a traditional three-sided splayed bay window rising the full two floors to terminate in a corrugated metal pitched roof. This derivation from an earlier period follows through to the details of the handsome brick gate posts with high vertical railing fence panels and gates. The general housing form is one of contiguous, street facing, terrace runs. The adoption of a virtually monochromatic external colour scheme for the terrace runs was one of the very few examples found during the research. The result contributes to a pleasing coherence, not at all a pallid unimaginative result demanding of a richer and more vibrant colour palette. (*Illustration 4.109*)



*Illustration 4.109*      *Horwood Bagshaw housing*

### Public domain

The public domain comprises the streets, footpaths with their trees at the kerb and the common as described in the Landscape section.

### Safety and security

The public domain has established good sight lines to assist informal surveillance. The field visit did not discover any landscape works that might provide places of entrapment.

### Activity

The activity visible at the time of the field trip remained solely one of two-storey medium density housing and a landscaped common suitable for passive recreation and informal ball games.

### Conservation and heritage

Conservation and heritage were not an issue in this development.

### Landscape

Of that part of the site that was developed at the time of the field trip, the landscaped works centred on the Mile End Common. The resultant outcome is a generous expanse of lawn area with trees and 'traditional' band stand. The Common is surrounded by two-storey medium density housing. The result is pleasant but unremarkable, but certainly more coherent than a similar endeavour at Kensington Banks. (*Illustration 4.110*)



*Illustration 4.110* "The Common"

### Environment

The architectural style adopted makes no concession in providing protection from the elements.

### Ecological response

The clearing and decontamination of the site was the primary ecological response of this development. There was no evidence to suggest other concerns, such as water conservation and its prudent management, were part of the development.

### Circulation

One of the demonstration values of the development was 'the creation of a distinctive urban boulevard between the Horwood Bagshaw site and the Mile End East site, through the downgrading of Railway Terrace as an arterial road, and the development of new pedestrian links with the Adelaide Parklands and the CBD' (*The Report*, Vol. 2, p. 188).

### Public art

Whilst the Mile End Common is an appropriate place for a number of works of public art, no evidence was found that this was an intention, and accordingly at this juncture this criterion is not applicable.

### Social

There was no evidence to suggest that this development was concerned with issues of affordable housing or was addressing any other matters of social concern.

### Management processes

The Report (Vol. 2, p. 188) noted that:

- (The) rezoning of the site from industrial to residential was effected by the SA Urban Projects authority (now MFP), as owners of the land.
- Kinsmen Mile End Pty Ltd was selected as the site developers following a public registration of expressions of interest. The masterplan was prepared by Kinsmen and lodged with the local council for approval.
- Building guidelines were developed in agreement with the SA Urban Projects Authority and all building structures or site works required approval by the developer.
- Planning objectives determined that building density would be greater than that for normal development. Allotments were therefore produced which are predominantly for villas and townhouse design, all with Torrens Title provisions.

### Conclusion

This is not a particularly remarkable development; however, its strength lies in its use of a familiar, modest and repeated architectural language and very restricted colour palette. In this sense it has demonstrated past lessons learnt, wherein the cohesion of the collective form was of importance, requiring at times a tempering of individual and disparate adjoining design statements, the latter being one of the few disappointments found at East Perth in its housing along Henry Lawson Walk.