

**INTEGRATED
DESIGN
COMMISSION SA**
**IMPROVING
LIFE THROUGH
DESIGN**

LIFE ON THE EDGE

An exercise
in solicited optimism

5000+ 
INTEGRATED DESIGN STRATEGY
FOR INNER ADELAIDE

5000+ an Integrated Design Strategy for inner Adelaide is supported by the Department of Regional Australia, Regional Development and Local Government and is a joint initiative of the South Australian Government and the Adelaide City Council, in association with the seven councils adjoining Adelaide.



Government
of South Australia

A partnership between:
Integrated Design Commission

Adelaide City Council

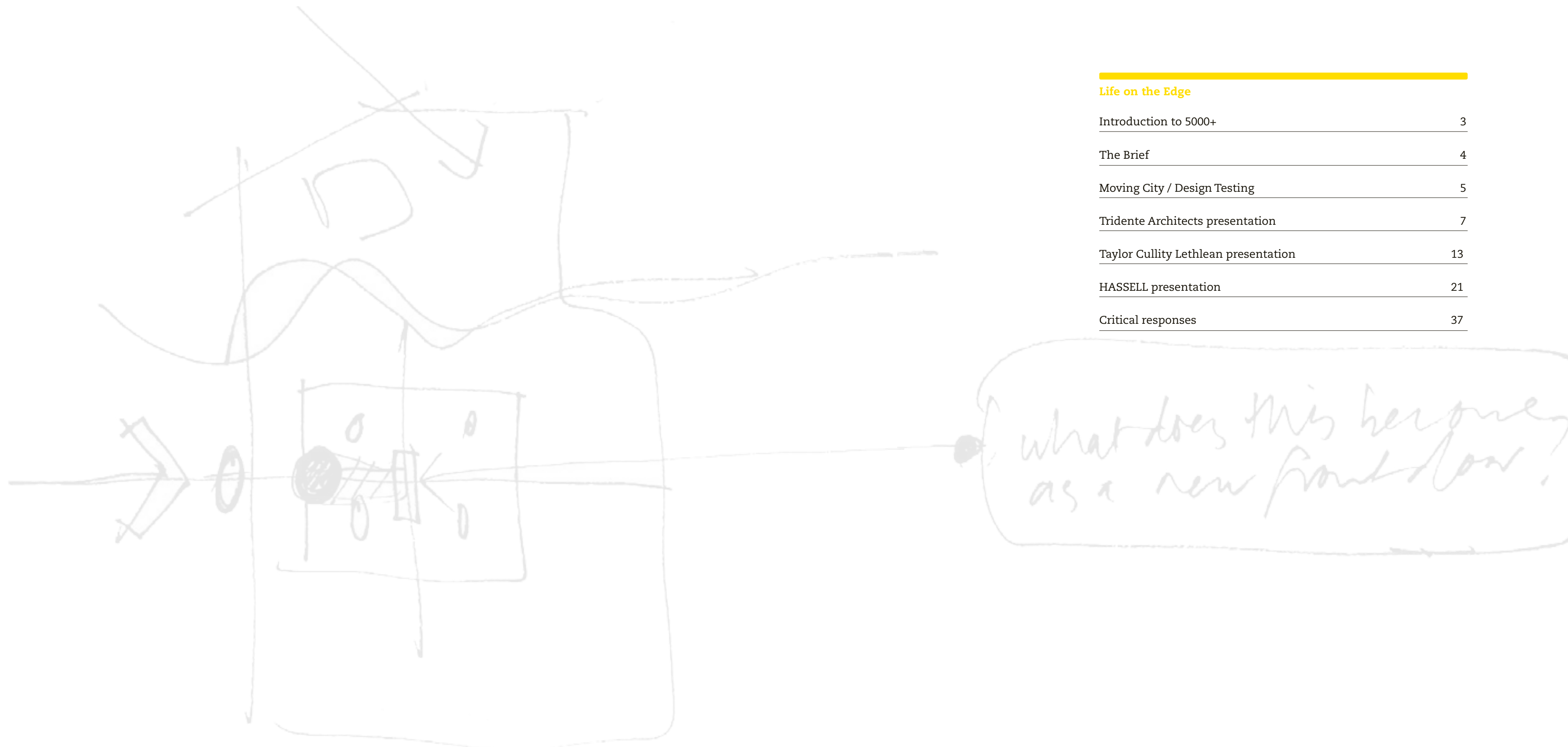
For the:
5000+ Moving City Forum

Design Teams:
Tridente Architects
Taylor Cullity Lethlean
HASSELL

Cover image:
Taylor Cullity Lethlean
'Life on the Edge' proposal



5000+ an Integrated Design Strategy for inner Adelaide is supported by the Department of Regional Australia and is a joint initiative of the South Australian Government and the Adelaide City Council, in association with the seven councils adjoining Adelaide.



Life on the Edge

Introduction to 5000+	3
The Brief	4
Moving City / Design Testing	5
Tridente Architects presentation	7
Taylor Cullity Lethlean presentation	13
HASSELL presentation	21
Critical responses	37

5000+

An Integrated Design Strategy for Inner Adelaide

5000+ is a project about city redesign, and city renewal for inner Adelaide. In South Australia, 5000+ represents a once in a generational chance to plan and design for the future and to effect real and lasting change.

The overarching goal is to create a vision for inner Adelaide that sets the direction for the long term. Alongside the vision will be a set of guiding principles outlining community priorities, values and desirable characteristics of inner Adelaide in concise statements as a reference for future design, development and decision-making.

5000+ embraces the city of Adelaide and the areas of the seven adjoining councils: City of Charles Sturt; City of Prospect; corporation of the Town of Walkerville; City of Norwood, Payneham & St Peters; City of Burnside; City of Unley; and City of West Torrens.

5000+ is a project of the Integrated Design Commission which has begun an open conversation on the future of the city and continues to facilitate this through multi-platform, tailored strategies which encompass traditional and social media, as well as a series of forums based on five themes: Green City, Moving City, Vibrant City, Leading City, and Liveable City.

<http://5000plus.net.au/>

THE PROBLEM: West Terrace_

60,000cars per day.
10x lanes.

The most crashes in the city.

_75% of traffic destined for the city

_25% 'through' traffic

_Over 40,000 carparking spaces available in the city

_Ring-route reinforces vehicle barrier to edges of Park Land

_We don't like changing modes of transport - time is too valuable

_ We value but don't cherish the Parklands

THE CHALLENGE: Positive Defiance_

Lateral responses come from tackling extreme scenarios:

Can we imagine a wonderful west?

_What could the western end of the city be like if it prioritised people rather than cars?

_Are there opportunities to establish 'spectacular connections' across and through the parklands?

_What opportunities do underdeveloped building sites offer?

_Could the challenges of rail lines, vehicular traffic, topography create opportunities instead of obstacles?

_ Might a re-imagined western edge influence attitudes to public transport loops?

_Are the Park Lands wonderful enough? If not, what could be done to fulfil its potential?

We cannot talk about urban transport until we know what kind of city we want. How do we want to live? The important questions are not about engineering but about ways to live.

Enrique Penalosa, former Mayor of Bogota in Bruce Mao, 'Massive Change'



Moving City

We don't have enough space to park infrastructure, we have infrastructure in grade, support other cities, we don't engineer, we don't engineer, we don't engineer

Dan Hill in Architecture Australia 'Same Old New World Cities' March/April 2011

In June 2011 the Adelaide City Council staged the Integrated Movement Strategy (IMS) Summit that identified and articulated a number of key issues, blockages and opportunities relating to movement.

The information generated by the summit, in conjunction with a preliminary analysis of the City by Gehl Architects, was distilled to inform both the 'Life on the Edge' Design Testing brief and the 5000+ Moving City Forum, September 2011.

Several of the key issues were identified as:

- Challenges of living on arterial roads and the barriers they present;
- High availability of carparking within the city;
- Through-traffic, nominally 25%;
- Functionality of the ring-route;

- The limited patronage of public transport across metropolitan Adelaide and the challenges of integration and intermodal transfer;
- Cycling safety and experience.

From these and other key drivers to emerge from the IMS Summit, West Terrace was identified as a representative condition to be explored through design testing under the broad title of 'Life on the Edge'.

Rather than being asked to resolve all the identified issues, design teams were invited to speculate on the possibilities. The proposals were intended to expand the conversation from addressing the problems of today to imagining mobility in the context of the city of tomorrow.

Following are summaries of the propositions put forward by the three invited multi-disciplinary teams from Tridente Architects, Taylor Cullity Lethlean & Hassell.

Aligning the design testing work of 'Life on the edge' with the 5000+ Moving City Forum enabled input from a range of people (including representatives of DPLG and DTEI) - the Forum serving as design review, allowing a platform for propositions to be presented and discussed in the spirit of an open, iterative, imaginative and

collaborative conversation which will inform ongoing work such as the development of Structure Plans, the Integrated Movement Strategy and 5000+ Integrated Design Strategy for inner Adelaide.

The Integrated Design Commission acknowledges the support of the Adelaide City Council in commissioning the teams as well as the contributions made by the design teams.



Tridente Architects

Urban Strategy

With the anticipated reduction in vehicle volumes for West Terrace, through the adoption of the strategies outlined, the Terrace can be transformed into a vibrant diverse place to live, work and play.

Within the current boundaries of West Terrace the proposal envisages a two lane vehicle corridor with parallel parking which is framed by buildings on both sides.

A three storey mixed urban form in the middle of the Terrace, which relates directly to a primarily pedestrian activity zone and in turn the West Parklands, provides a strengthening of the definition of the Terrace whilst providing a higher amenity to the City occupants.

A proposed seven storey form to the full length of the Terrace on the eastern boundary offers a gradual transition to the denser portions of the City.

A sustainable eco-friendly environment is proposed with the redevelopment of the West Parklands into a natural scrub.

Our review has revealed the following:

The city ring road is not linked or continuous

The most logical route between Port Road and Green Hill Road is West Terrace.

The primary vehicle access corridor between the western suburbs and the eastern suburbs, through the city, is Grote Street

The primary vehicle access corridors between the northern and southern suburbs are Morphett St and King William St

70 % of vehicles that enter the City have chosen the City as a point of destination.

30 % of the traffic in the City is through traffic.

In addition the following were observed:

The entrance into the City from the airport is uninviting.

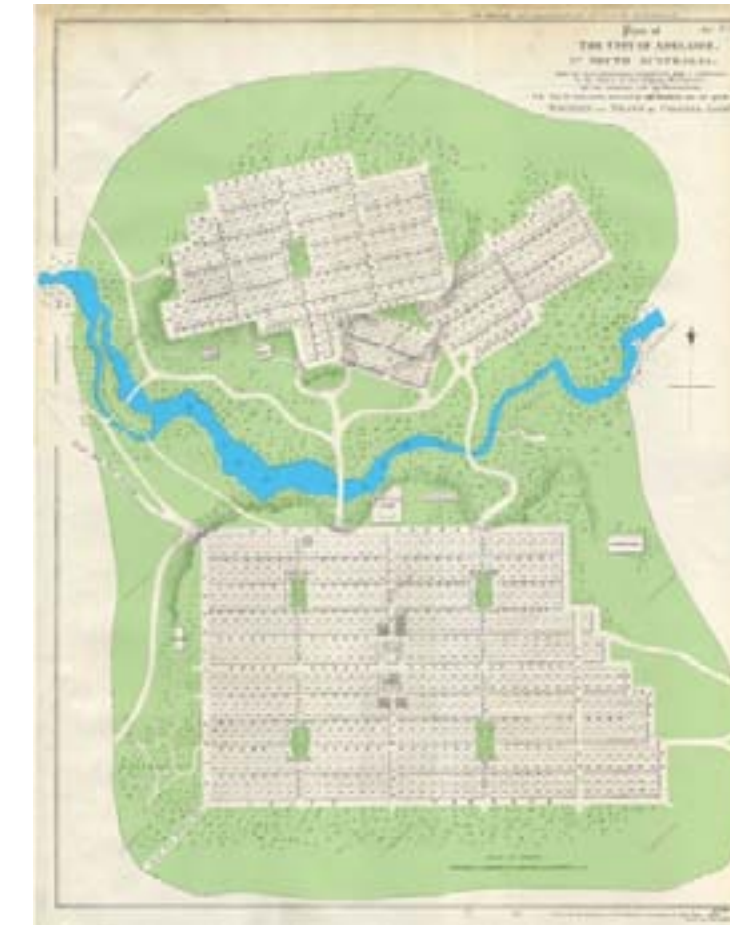
The various public modes of transport currently available are not integrated.

The current tram system does not provide access to the whole city West Terrace is a barrier to the western parklands.

The western parklands have little amenity.

There are currently approximately forty carparking stations within the city square mile West Terrace in its current form is barren.

The current developments along West Terrace are narrow in usage diversity.



THEN: The City in the Park



NOW: Park Land in the City



Today's West Terrace



The following has been proposed to implement our strategy of discouraging easy access into the city by vehicle:

- The extension of Port Road over the existing railway corridor to complete the ring road
- The removal of a number of access roads into the City
- The development of an integrated central transport terminal for , interstate trains, local trains, local buses , interstate buses, O –Bahn and trams
- The extension of the existing tram system to access the full City precinct and North adelaide
- The removal of the majority of public and private parking stations from within the City precinct.
- The development of multi-level car parking stations on the primary City access routes adjacent the ring road.

The following opportunities are available with the implementation of this strategy:

- Over 40 public and private car parking station sites which become available for redevelopment.
- A fully integrated city transport system
- The release of land between North terrace and the Torrens currently occupied by rail-ways.
- Reinstatement of parklands eroded by roadways.
- The development of an appropriate entry statement to the City from the Airport
- The development of the western parklands as an entrance filter to the City.
- The redevelopment of the existing Railway Station , possibly as a new Casino
- A direct link between North terrace and The Torrens.
- The re-establishment of a better relationship of the Parklands at West Terrace.
- Shared usage of the current West Terrace footprint.
- Re-invigoration of West Terrace Regeneration of diverse development along the Terrace.
- Diversity and liveliness along the Terrace. Development opportunities along the ring road corridor.



Greetings from

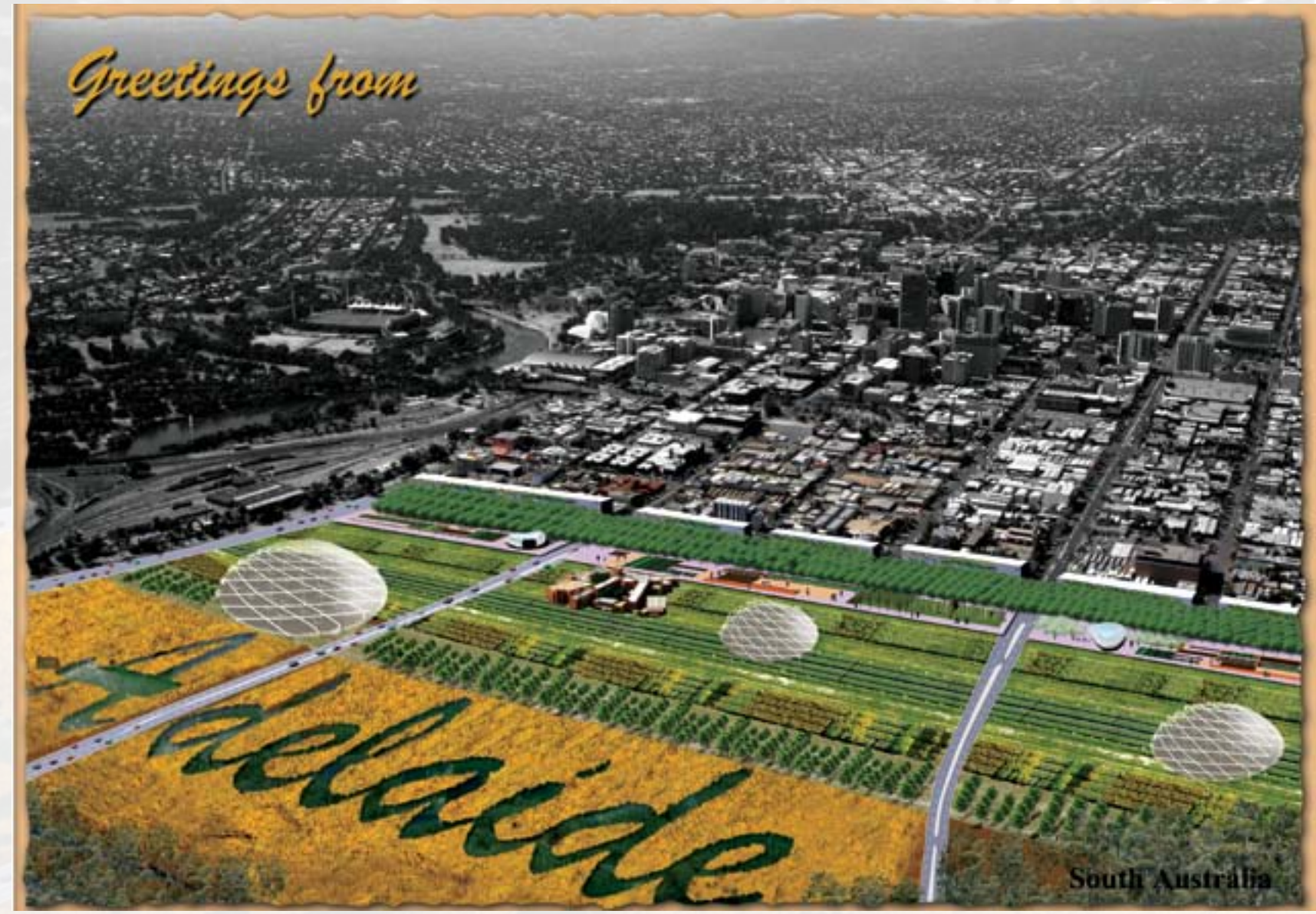
Taylor Cullity Lethlean

The Western Parklands as one Adelaide's principal arrival points should be transformed to convey two key messages:

- A city focused on its people, its communities and as a place to revel in the theatre of daily life;
- A city that is at the forefront of sustainable initiatives.

This can be achieved by two tactics:

1. Return the 'terrace' to the Terrace
Reimagine West Terrace as a people place serviced by a completed Adelaide tram loop around the centre, with tree lined avenues and a generous belvedere. Transforming what is now a place divided by traffic into a setting that connects to its parklands. A beautiful terrace, capturing the western light, populated by an array of sustainable attractions - places for markets, play, gardens and promenades.
2. The 'edible ornament'
The creation of world class contemporary parkland that integrates food production, ecological initiatives, and a diverse array of recreational activities. A showpiece landscape never seen before in Australia; a place of beauty that is the new green engine of a self-sustainable city. This can become Adelaide's new 'edible ornament', a productive landscape that merges nature, participation and escape.





West Terrace: history of program and the street



Then_

Now_



What if_

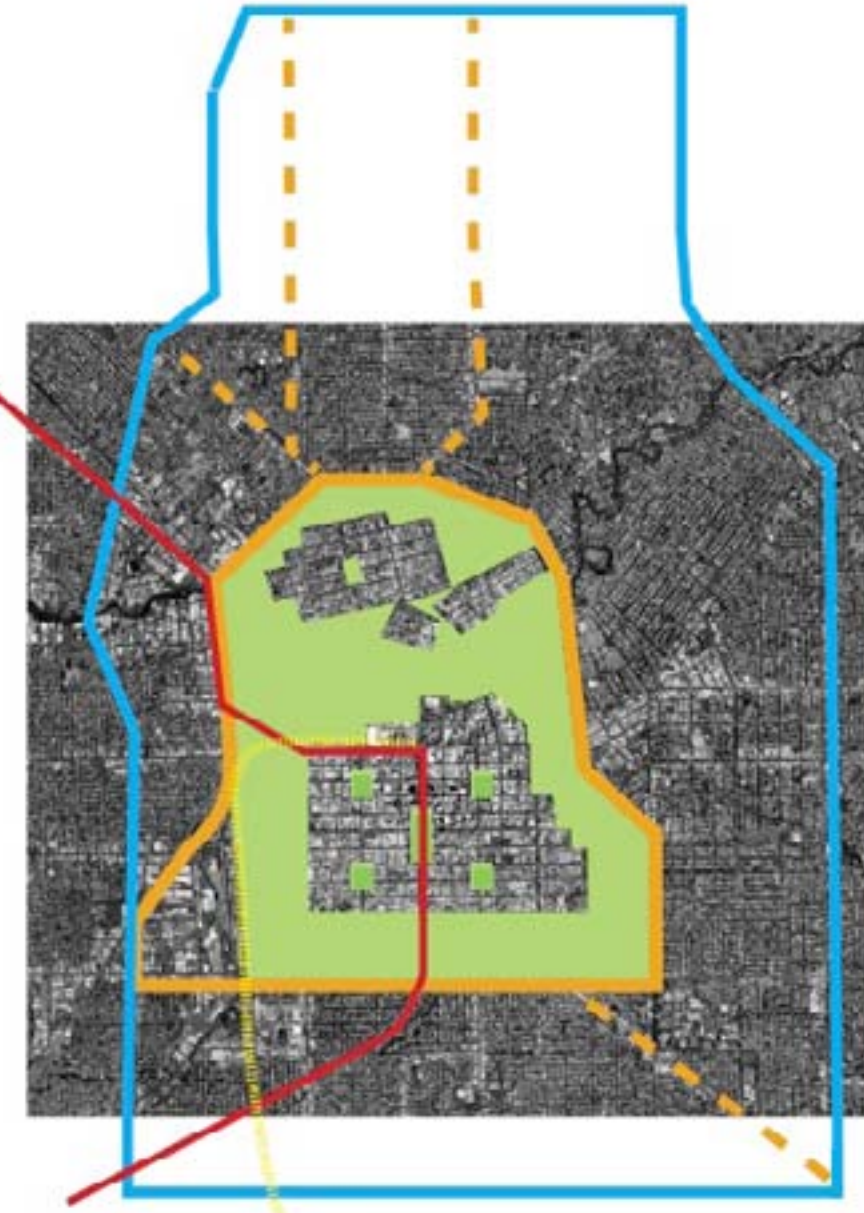


Parklands



The City in the Park

TRAMS CYCLISTS PEDESTRIANS



Existing Planning



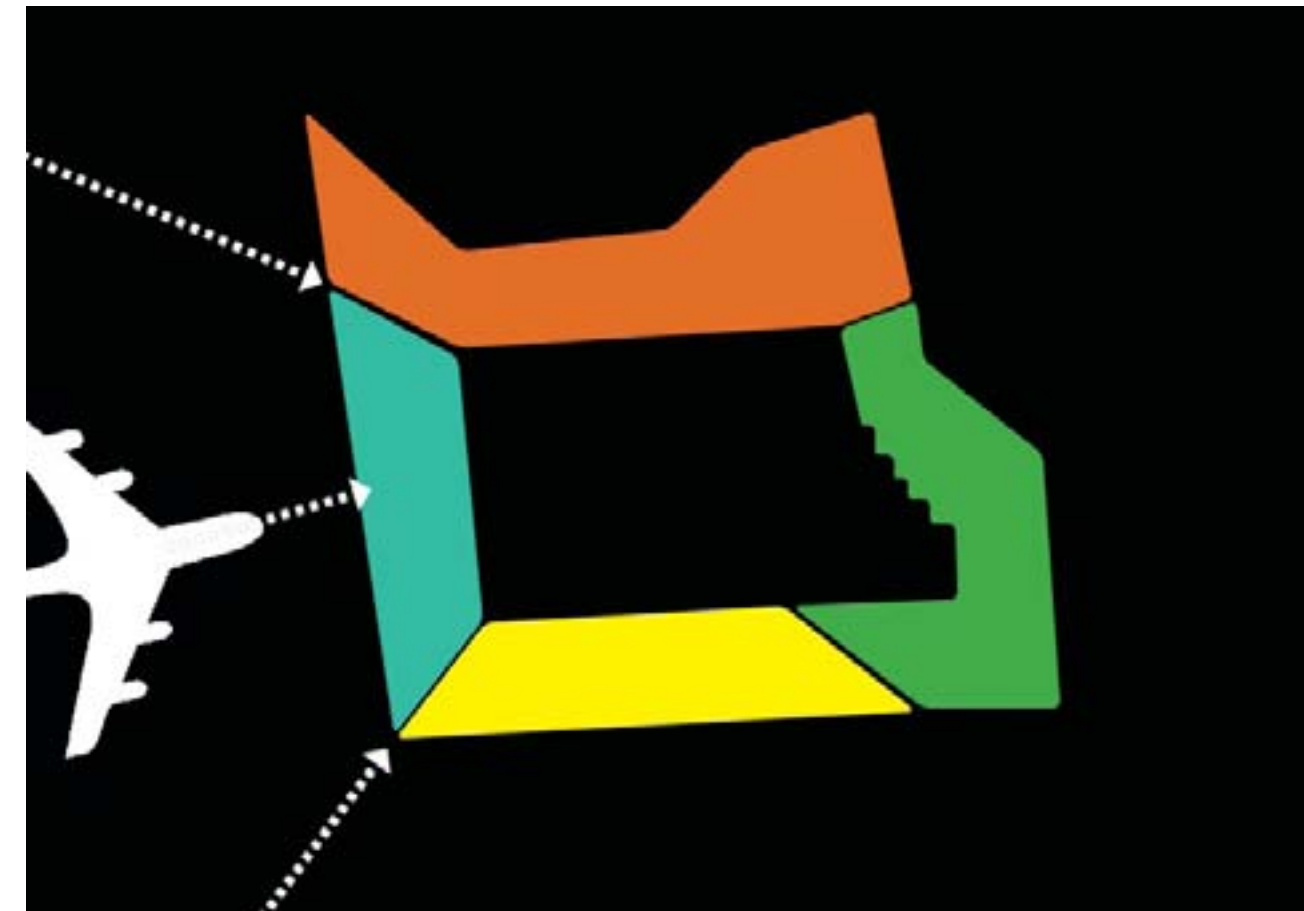
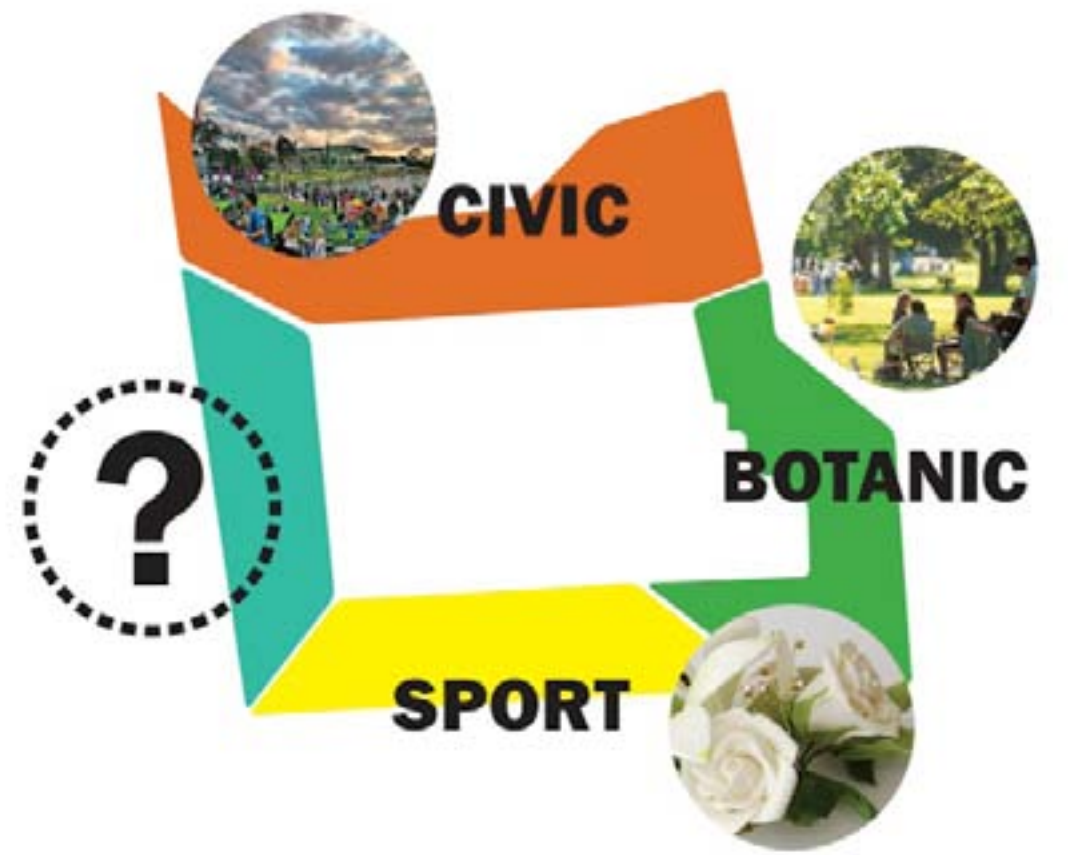
Future Connections



- | | | | |
|---|------------------------------------|---|---|
| ADELAIDE
Parklands | 832
hectares of parkland | NEW YORK
Central Park | 362
hectares of parkland |
| <ul style="list-style-type: none"> Botanic Gardens River Cemetery Manicured gardens Lawn bowls Playing fields (77) Railway Recreation lawn Trails Recreation courts | | <ul style="list-style-type: none"> Key historic buildings Monuments & statues Waterfalls Large plazas Carousel Recreation lawns Museums Gardens Sporting fields Strawberry fields Playgrounds Forests | <ul style="list-style-type: none"> Trails Lakes Cafes/restaurants Sanctuary Pavilions Fountains Recreation courts +more |

RETURN THE TERRACE TO THE TERRACE

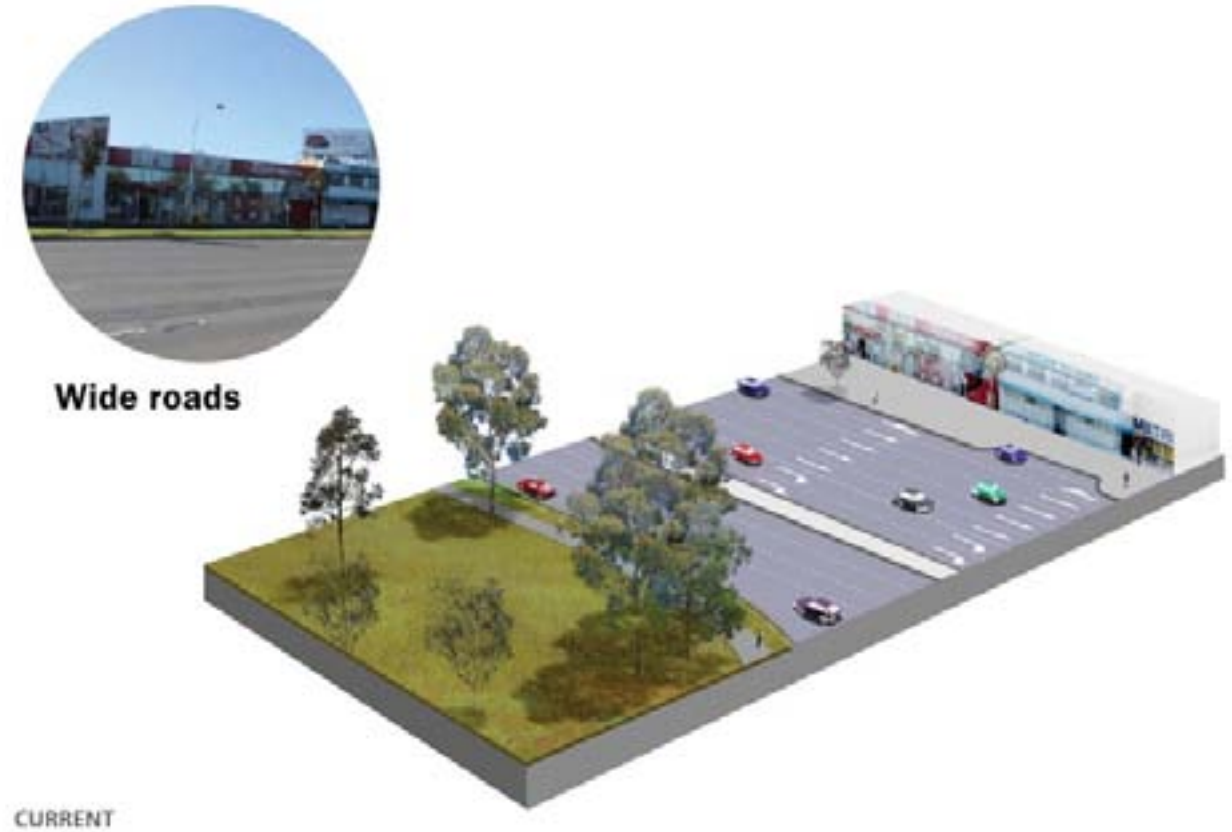
“In Spain and Italy, whence light derived his conception of the terrace, the terrace is a place of heightened social intercourse where pedestrians predominate, entertainments proliferate and the view creates a theatrical backdrop to these activities.”
Carter



THE EDIBLE ORNAMENT



Urban Parks are the future green engines of a self-sufficient city. These productive landscapes merge nature, participation, escape, with a resource efficient milieu.



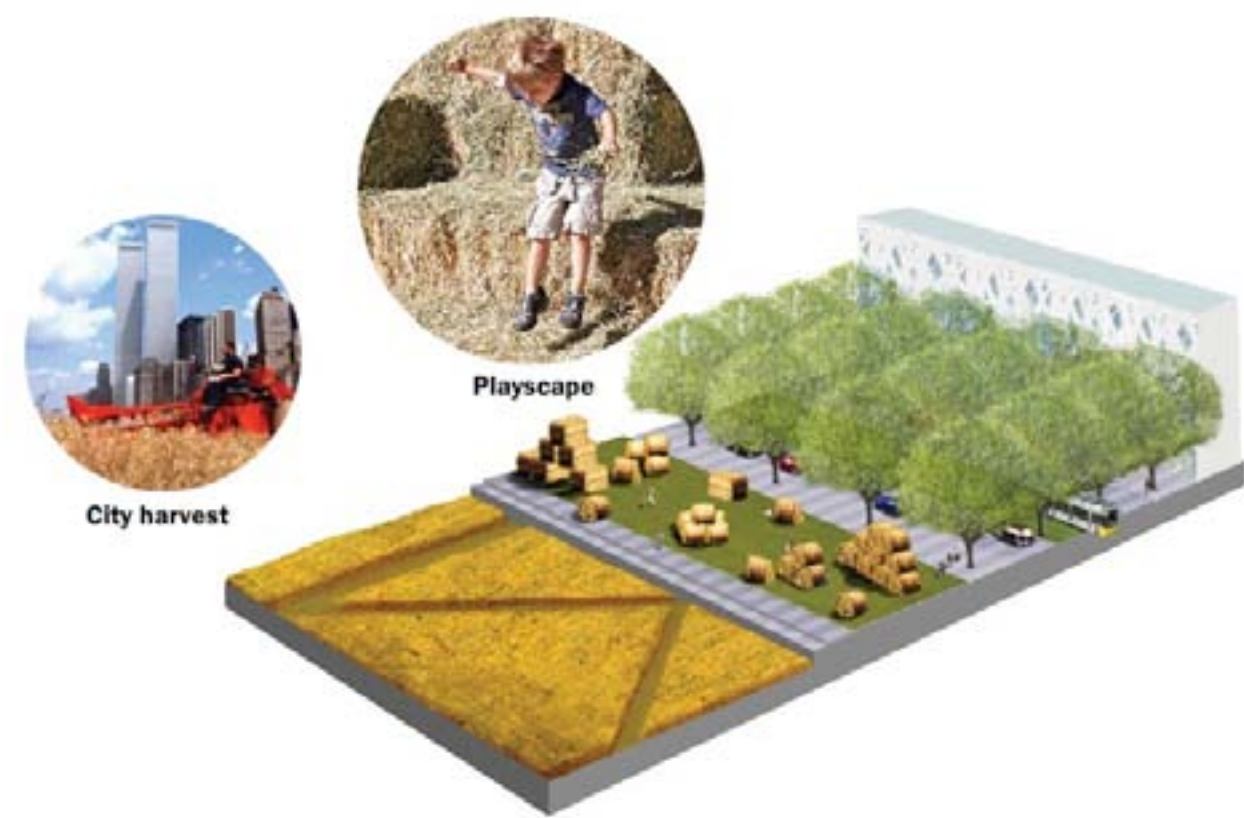
CURRENT



CURRENT PHASE 1



CURRENT PHASE 1 PHASE 2 PHASE 3 PHASE 4 OPTION 1



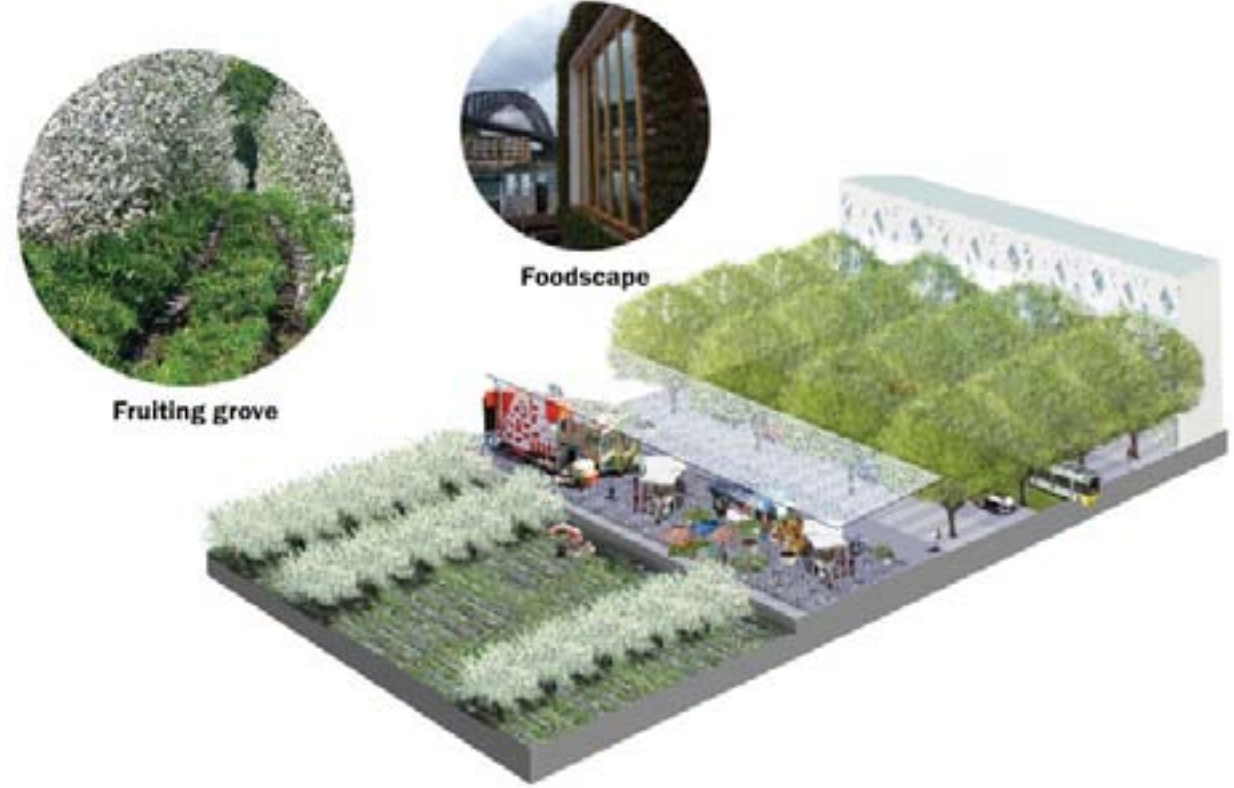
CURRENT PHASE 1 PHASE 2 PHASE 3 PHASE 4 OPTION 2



CURRENT PHASE 1 PHASE 2



CURRENT PHASE 1 PHASE 2 PHASE 3



CURRENT PHASE 1 PHASE 2 PHASE 3 PHASE 4 OPTION 3



CURRENT PHASE 1 PHASE 2 PHASE 3 PHASE 4 OPTION 4



HASSELL

The HASSELL response was based around 6 key moves to ensure the future evolution of the Western Edge of the City was focused on creating a truly 'liveable' environment.

West Terrace is currently dominated by 60,000 cars a day in what has become a bleak and vast expanse of bitumen. The result is the "West Terrace weave". A unique phenomenon in which this large volume of destination traffic speeds, weaves, honks and yells rage at each other as they rush along West Terrace.

Imagine if the majority of these 60,000 cars used public transport, walked or cycled into the city? We could reinstate the Terrace as a Terrace – not as a highway.

This cultural change from private vehicle usage to public transport is the true catalyst for creating a truly liveable city.

A City underground metro loop would permit for this change. The result would be a world class rail network that connected Metropolitan Adelaide to the City in a fast, reliable and highly attractive manner. The underground network could also become part of Australia's high Speed Rail Network. The success of the Tramline extension in the city has been phenomenal.

We are proposing to continue this cultural shift and support of light rail with a fully integrated Tram network that connects the entire City and Inner Metro Suburbs.

With this catalyst for change, great opportunities will occur. An Increased residential population, Safe pedestrian and cycle friendly streets, a vibrant an active City and world class Parklands that are cherished and highly used pieces of open space.

Wouldn't it be fantastic to live in a City where a koala could walk through the Parklands to the River? If a koala could cross the parklands imagine how easy it would be for pedestrians and cyclists. This is the true vision – a 'Liveable City'.

LIVING ON THE EDGE KEY MOVES_

HASSELL

UPGRADED RAIL NETWORK_ + 16km NEW LIGHT RAIL_ + FUTURE HIGH SPEED RAIL LINK_

REDUCED TRAFFIC_ 50% REDUCED PARKING_ 50%

QUALITY OPEN SPACE_ NEW DWELLINGS_ SAFE & PERMEABLE_ ACTIVE CITY EDGE_

UNDERUSED PARKLANDS_

A VOID SPACE_

CONNECT THE CITY_

CONNECT THE SUBURBS_

ROAD IS A BARRIER_

RAIL IS A BARRIER_

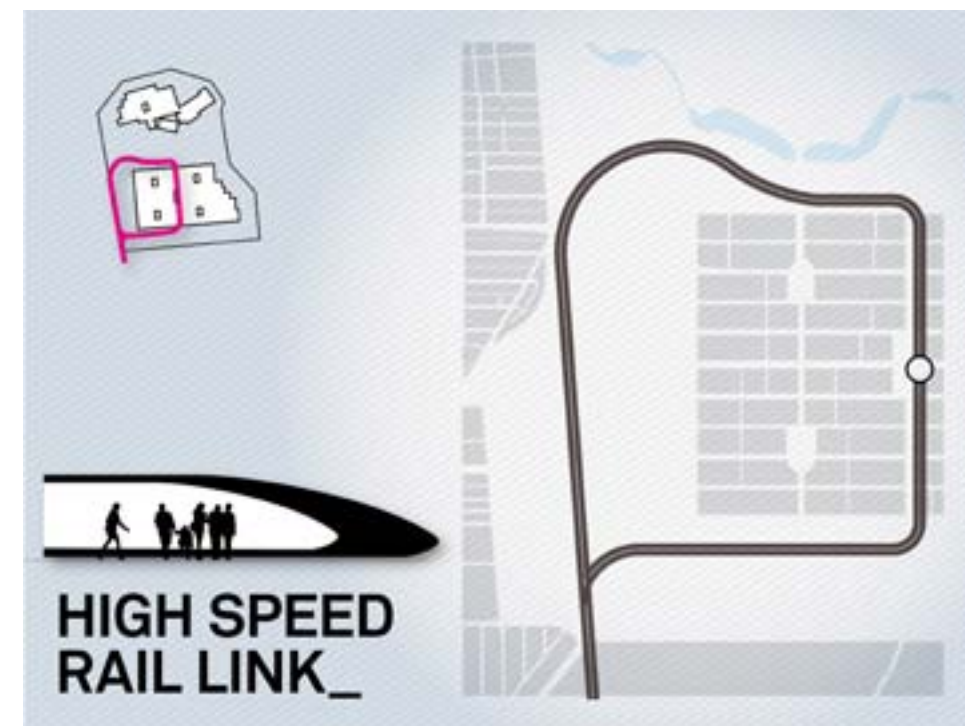
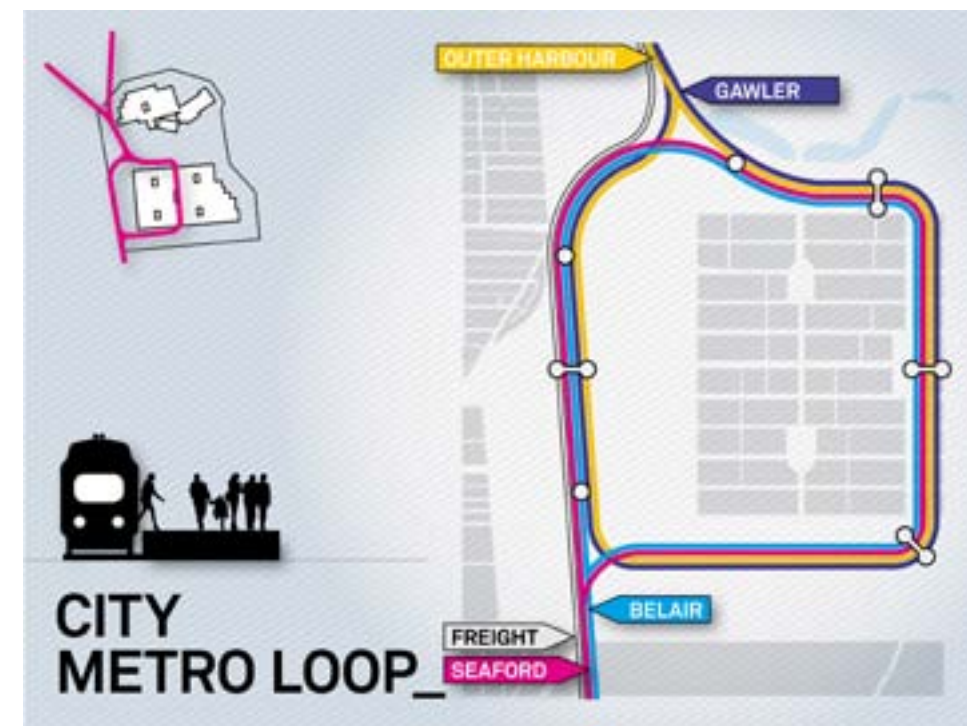
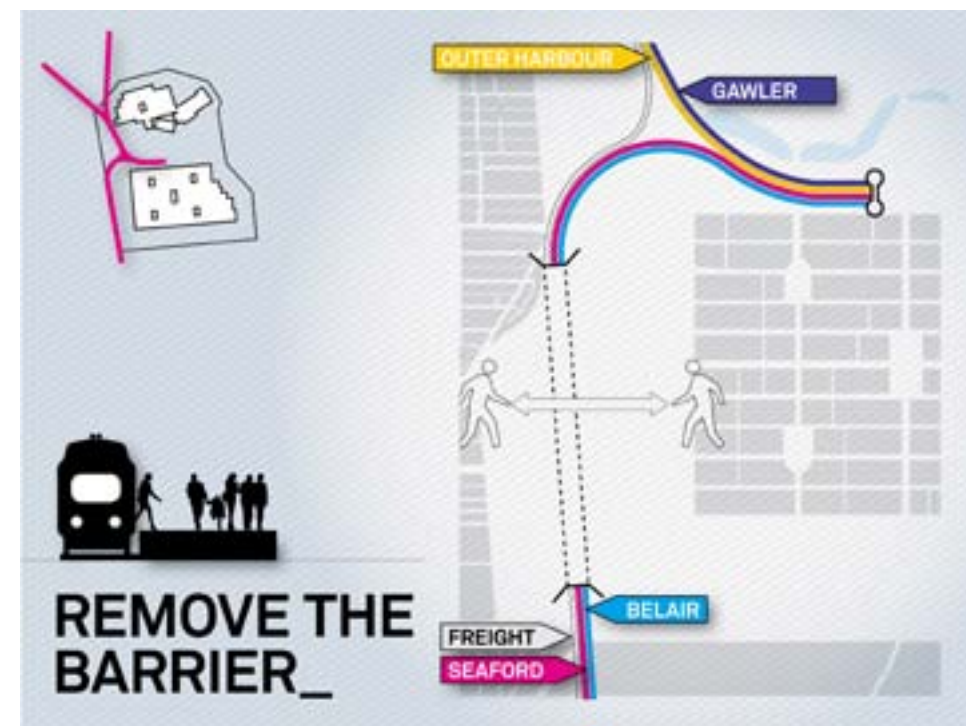
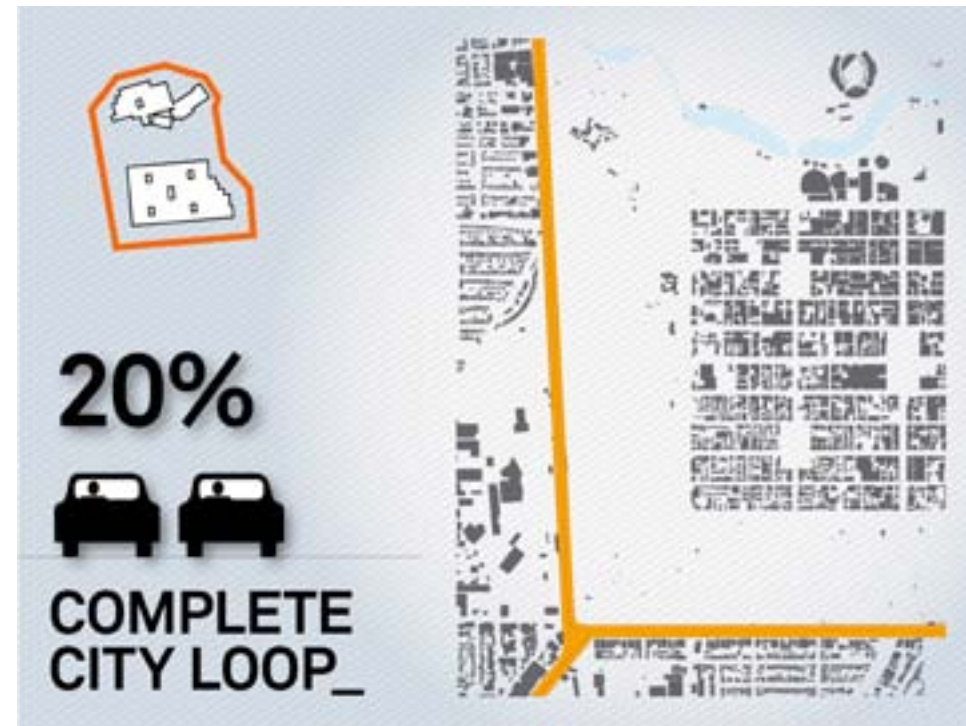
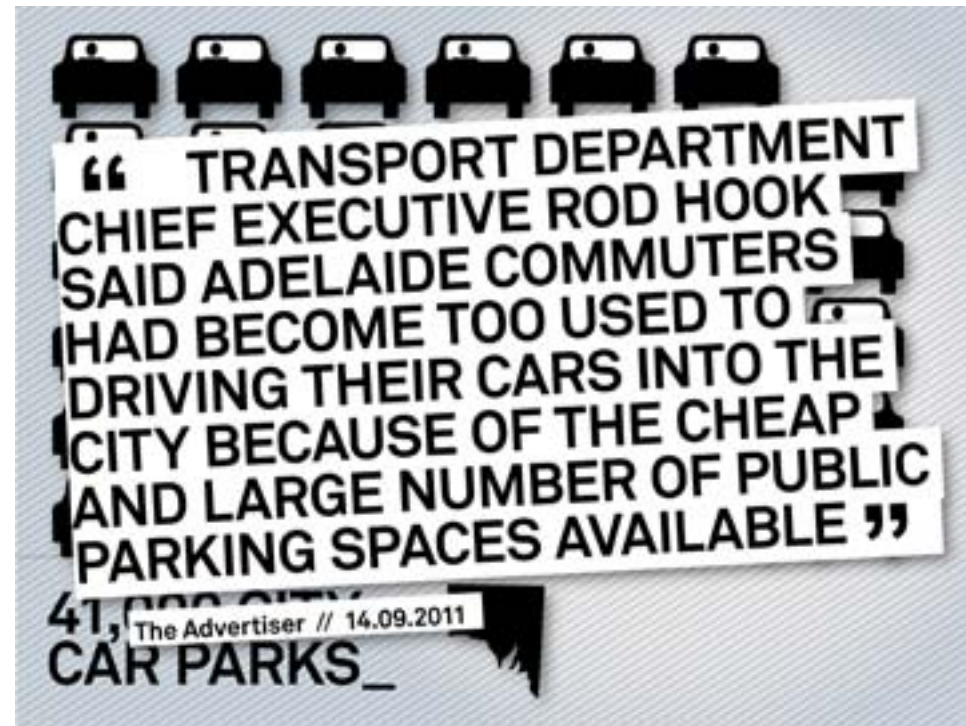
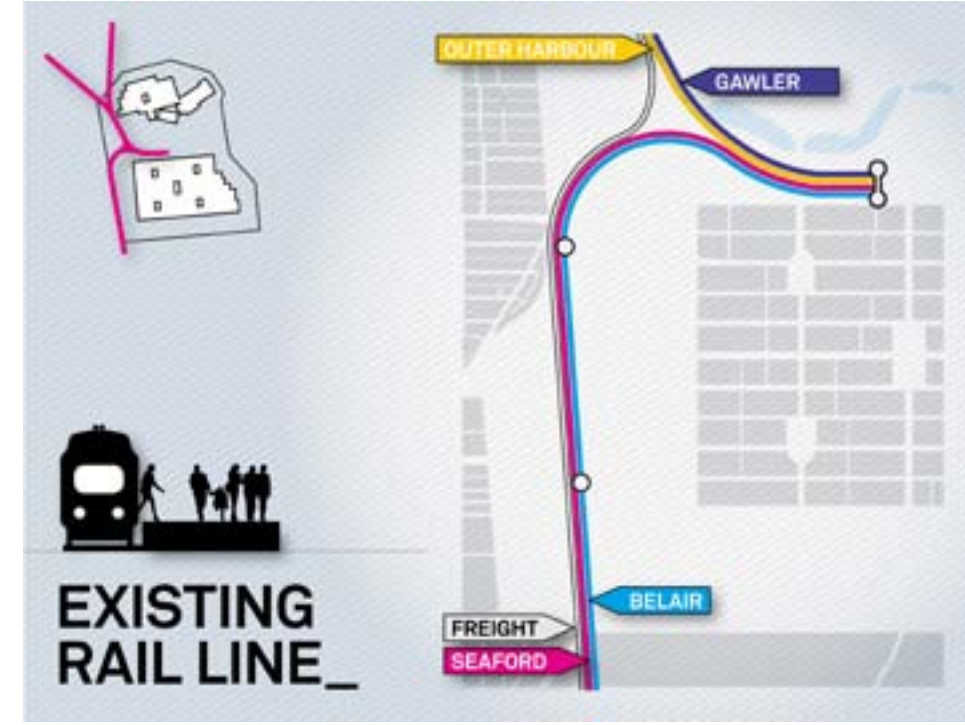
LIMITED ACCESS_

LIVING ON THE EDGE VEHICLE MOVEMENT_

HASSELL

60,000 CARS EVERY DAY_

80% DESTINATION TRAFFIC_

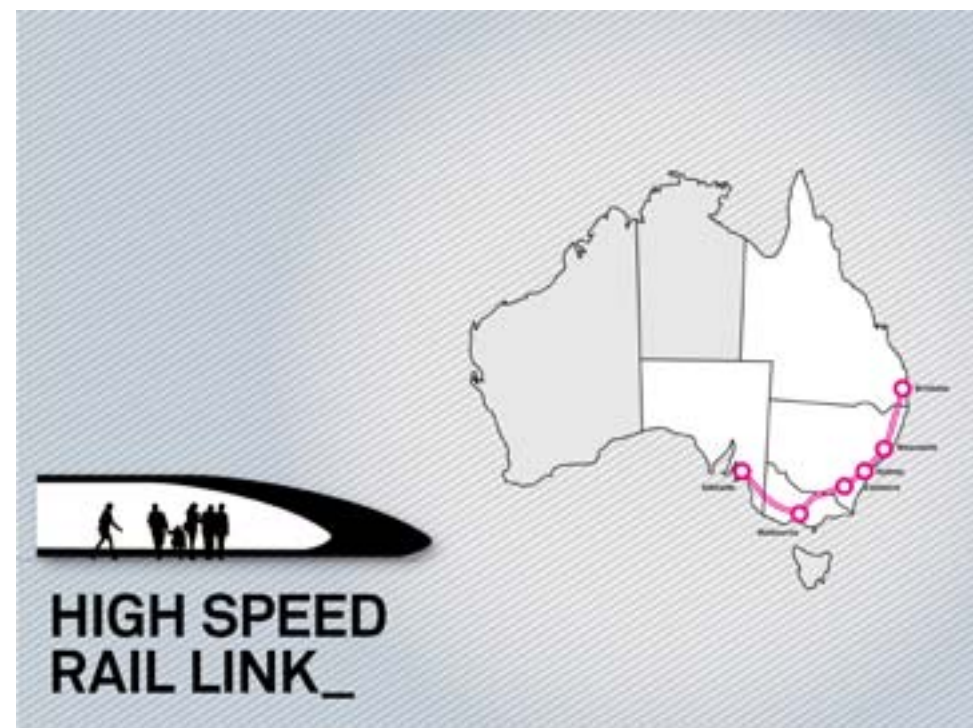
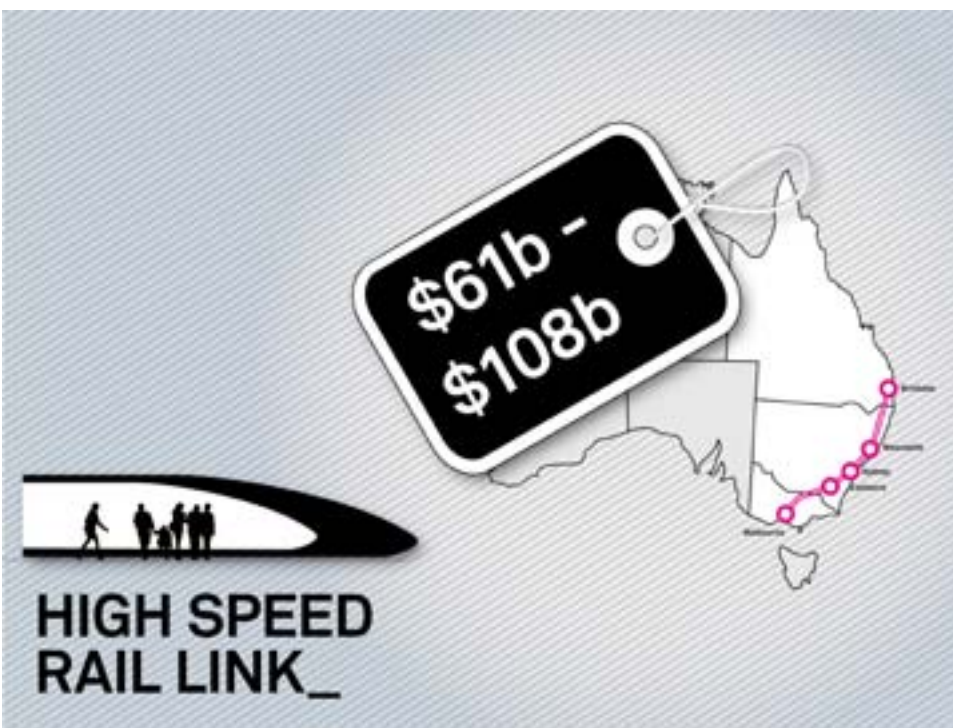
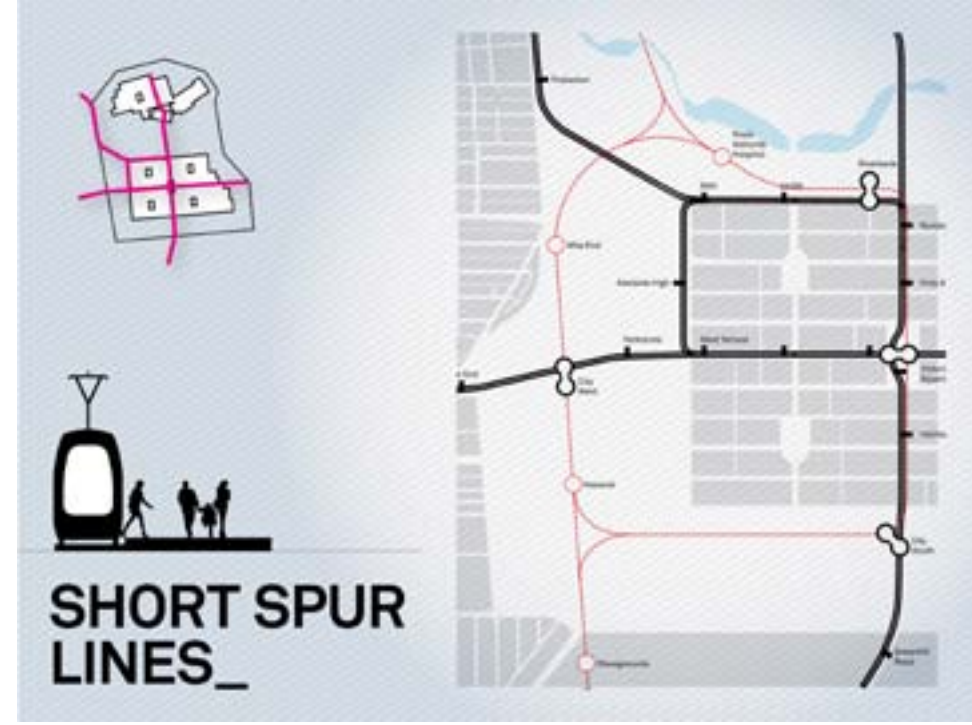
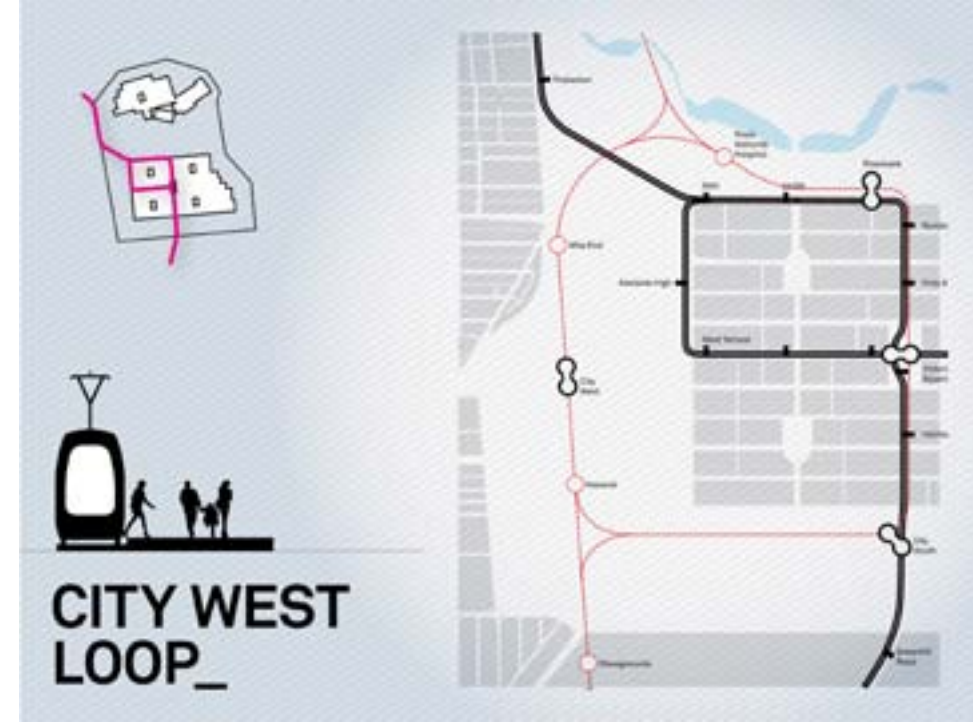
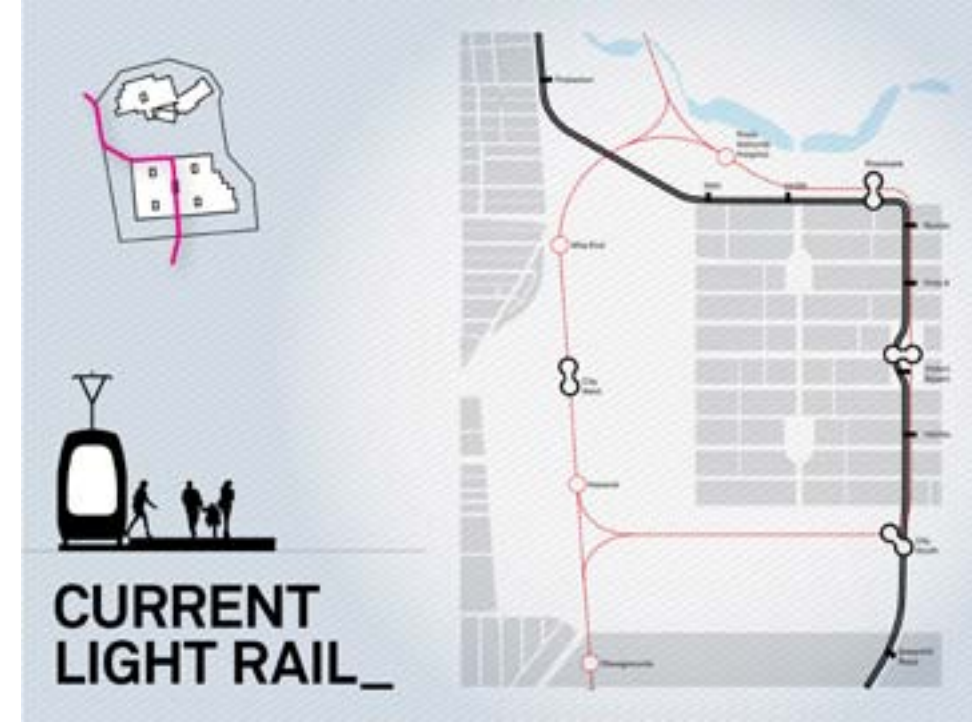
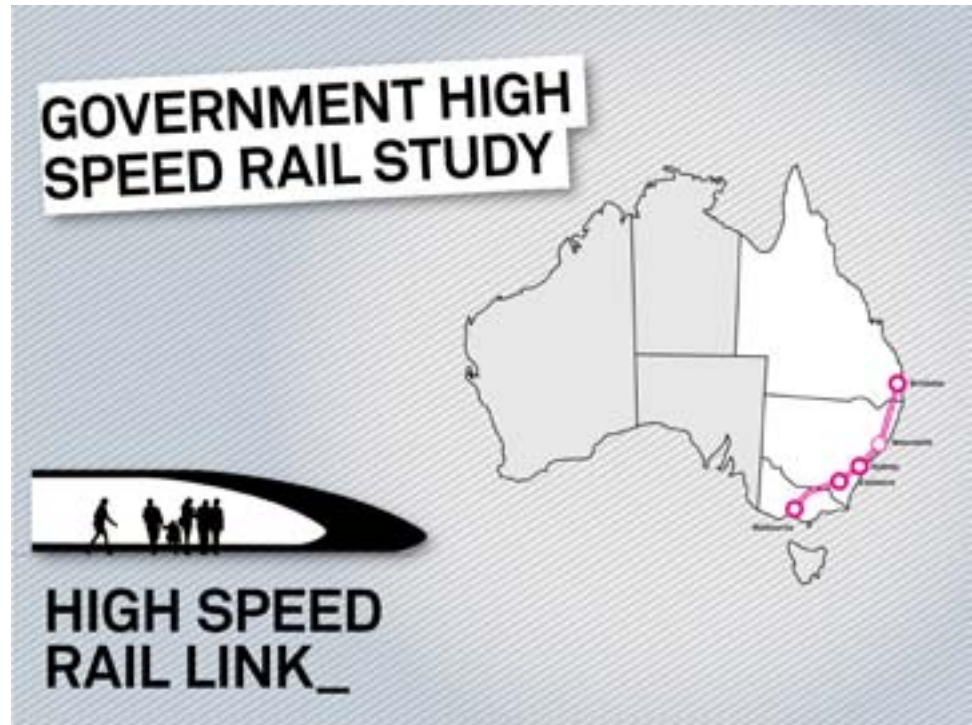


“ THE CURRENT GOVERNMENT HAS PUT HIGH SPEED RAIL BACK ON THE NATIONAL AGENDA BECAUSE OF ITS POTENTIAL TO SPUR ECONOMIC DEVELOPMENT AND TRANSFORM THE WAY AUSTRALIANS GET AROUND THIS VAST CONTINENT OF OURS ”

www.infrastructure.gov.au

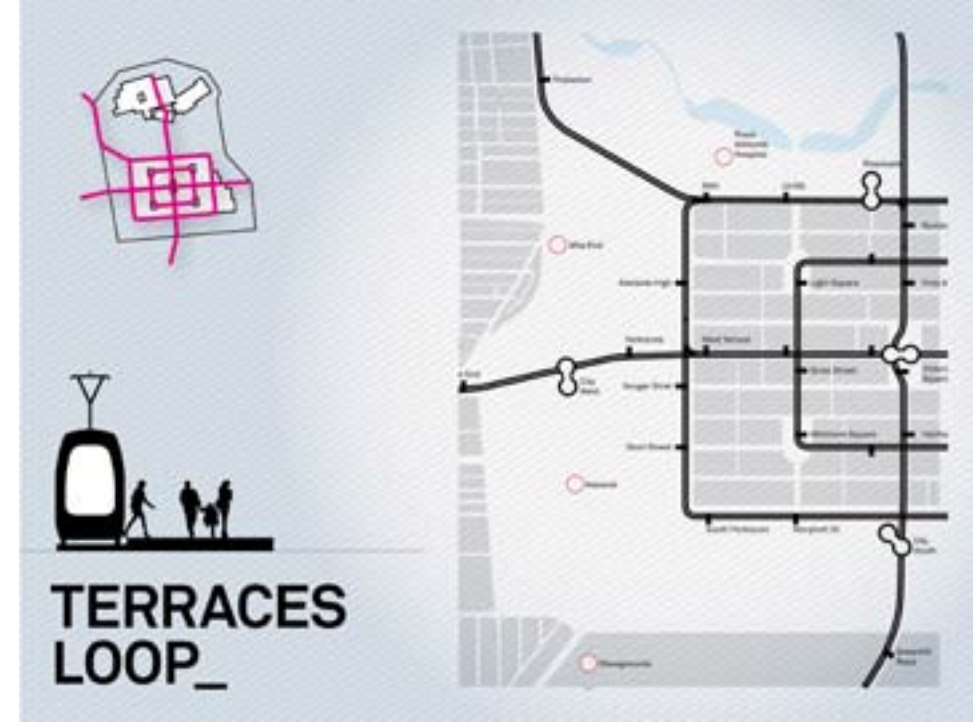
“ HIGH SPEED RAIL COULD BETTER INTEGRATE REGIONAL AND METROPOLITAN COMMUNITIES, EASE CONGESTION ON ROADS AND AT AIRPORTS, AND SUBSTANTIALLY REDUCE CARBON POLLUTION ”

High Speed Rail Study // July 2011



LIVING ON THE EDGE LIGHT RAIL_

HASSELL



16 \$445 Million Duplication of Southern Expressway

\$812 Million South Road Superway

LIGHT RAIL NETWORK_

LIVING ON THE EDGE
AN ACTIVE EDGE_

HASSELL

REINFORCE CITY EDGE_

CIVIC AND EDUCATION_

70ha
NEW INFILL SITE_

7000
NEW INFILL DWELLINGS_

LACKS DEFINITION_

INFILL URBAN EDGE_

INTENSIFY EDGE USES_

7000
NEW INFILL DWELLINGS_

17,500
NEW RESIDENTS_

“THE REZONING OF MOUNT BARKER AND NAIRNE WILL SUPPORT THE DEVELOPMENT OF AT LEAST 7000 NEW DWELLINGS ACROSS SOME 1310 HECTARES OF LAND”

NE www.planning.sa.gov.au NEW DWELLINGS_

NEW RESIDENTS_

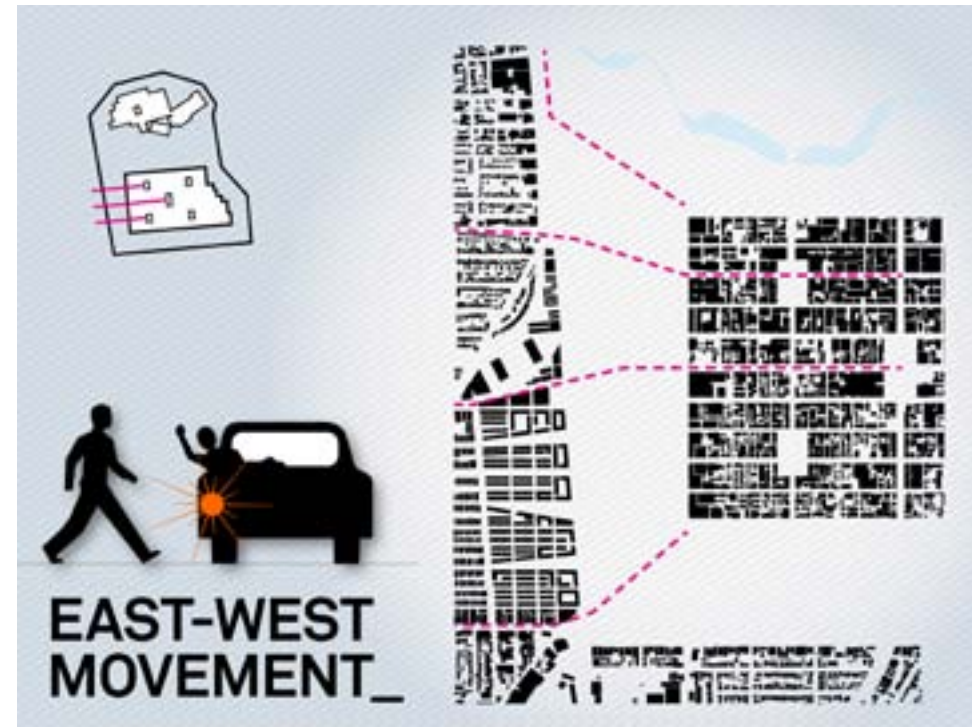
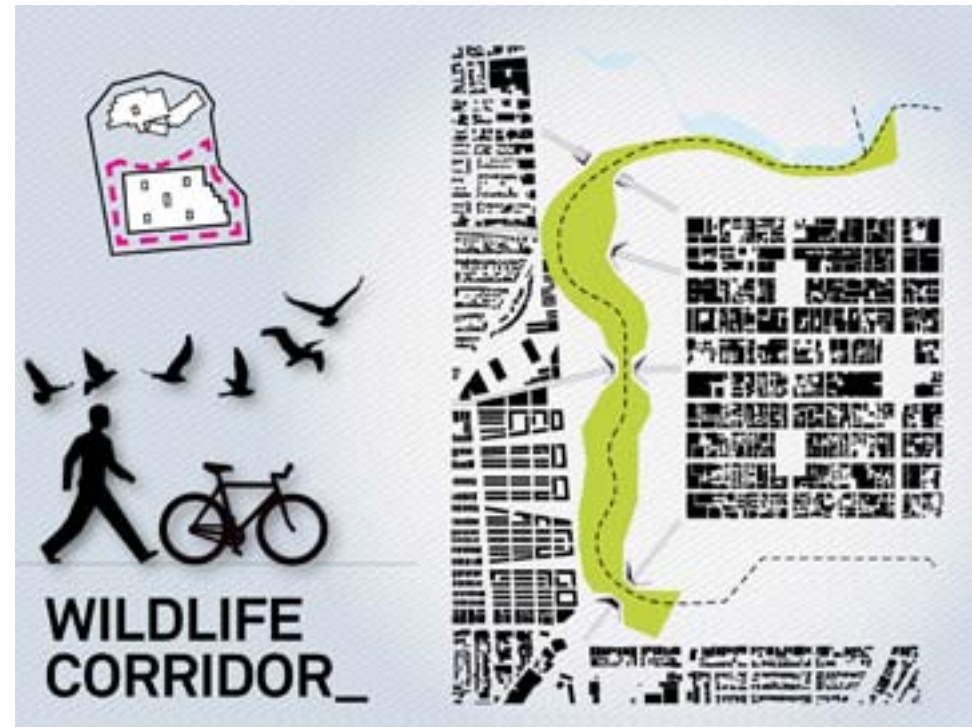
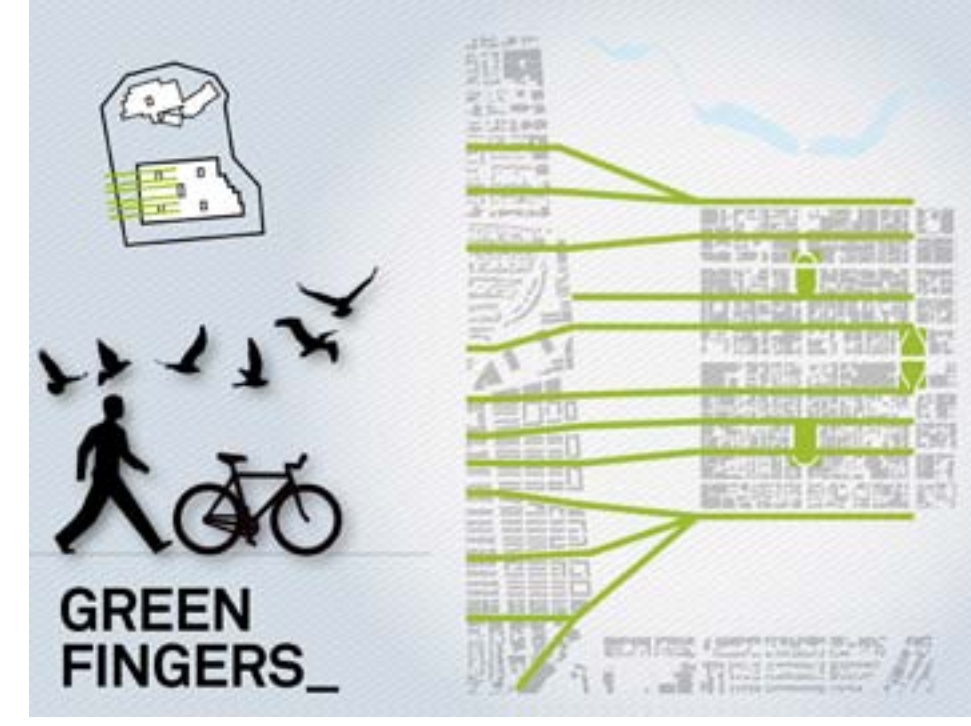
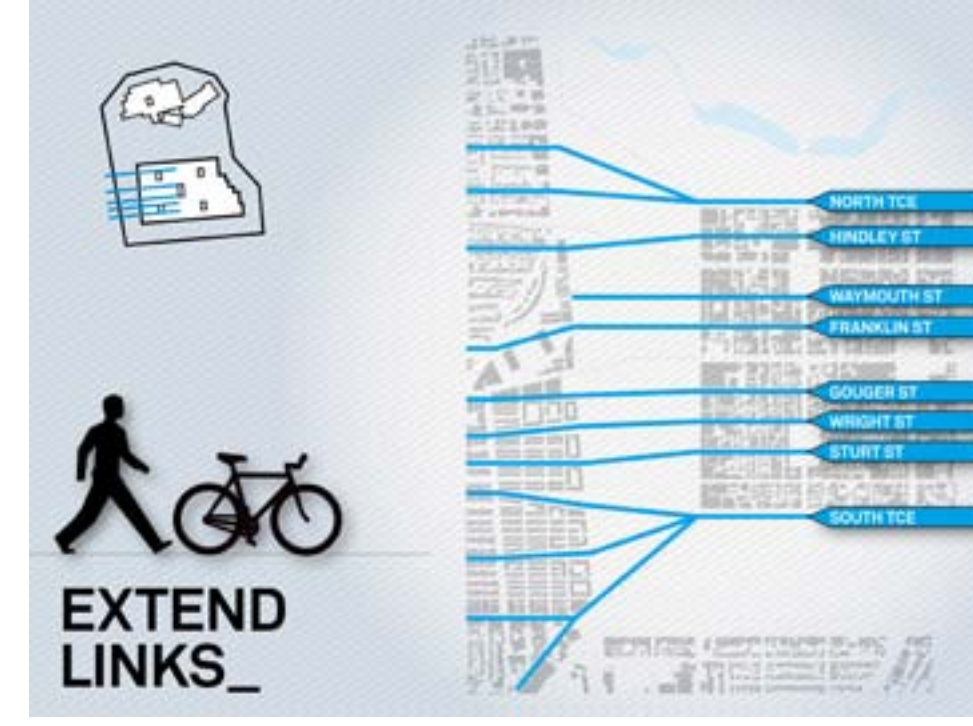
70ha
7000 LIVING ON THE EDGE_

18X

1310ha
7000 MOUNT BARKER_

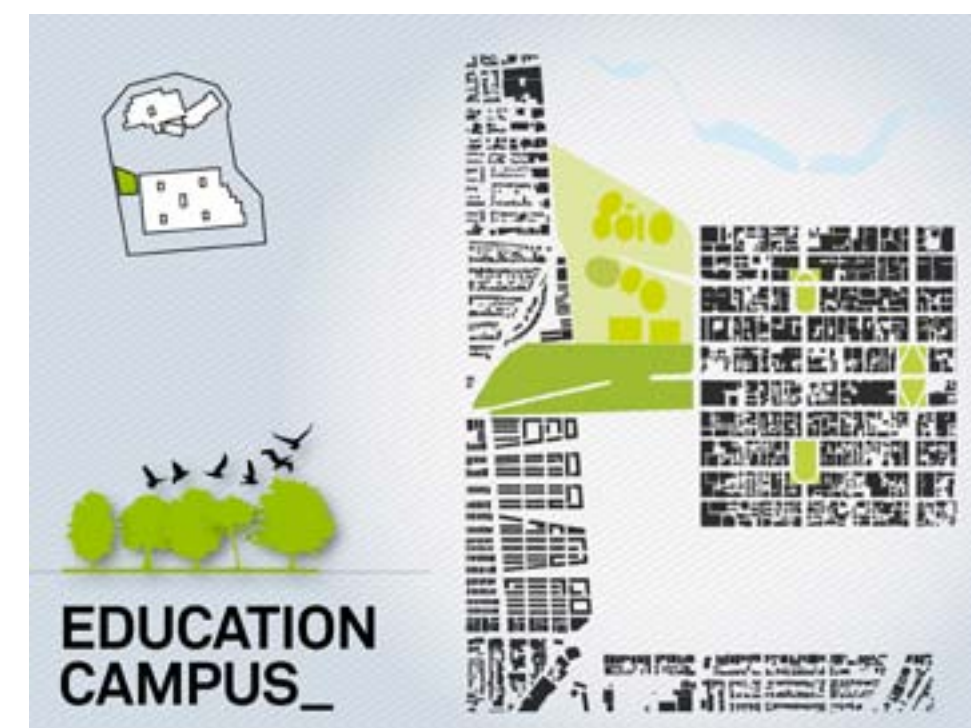
LIVING ON THE EDGE
PERMEABLE SPACE_

HASSELL



LIVING ON THE EDGE
OPEN SPACE_

HASSELL





MEMORIAL PARK_



LIVING ON THE EDGE MASTERPLAN_

HASSELL



MASTER PLAN_



EXISTING_



PROPOSED_



Existing West Terrace



Proposed West Terrace



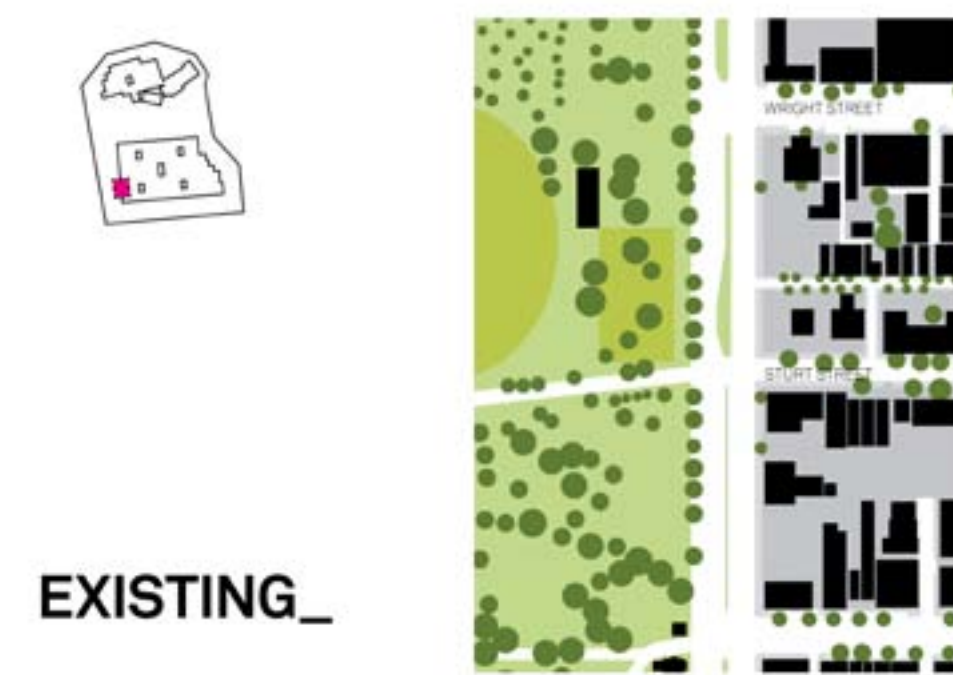
EDUCATION CAMPUS_



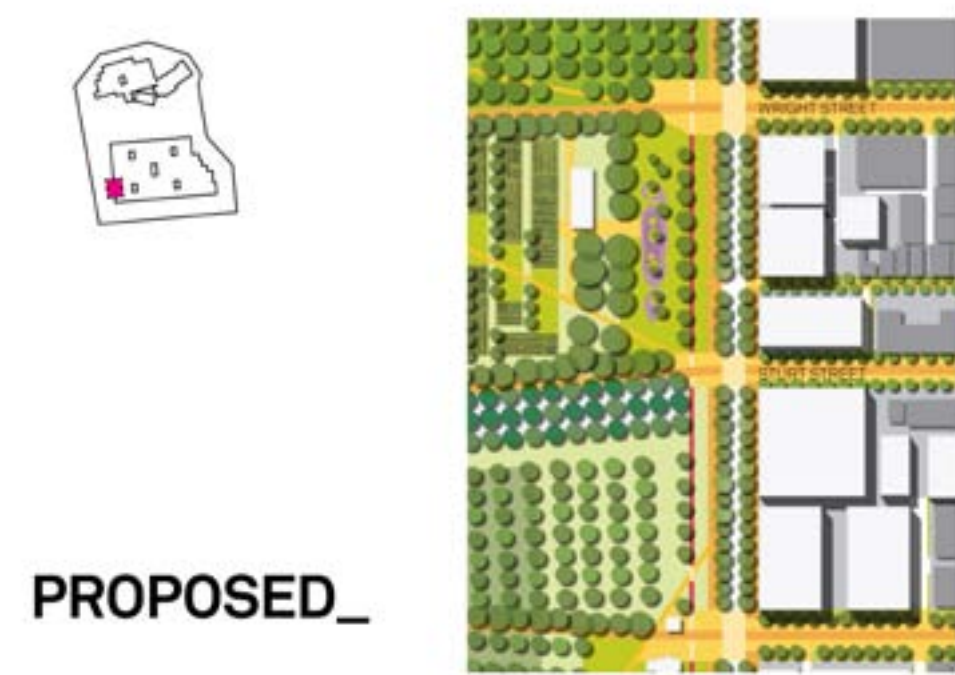
GATEWAY PARK_



MEMORIAL PARK_



EXISTING_



PROPOSED_



Existing West Terrace



Proposed West Terrace



Existing_



Proposed_

City on the Edge

The motivation to invite speculative propositions is to expand the conversation and to foster a collaborative approach between stakeholders. Disseminating these propositions to the 5000+ partners and to the wider design community in turn invites critical response - several of which are presented here to demonstrate that the conversation is indeed expanding.

Now that we can do anything,
what will we do?

'Massive Change', Bruce Mao and the
Institute Without Boundaries

David Chick
Manager City Design
Adelaide City Council

The City we desire for the future will require change - in the way we think, in the way we do things and the way we work together. Change will need to be both incremental and also dramatically bold - small moves and large moves - both are equally valid, as is the spectrum in between. Often, however big issues are broken down with each subsequently smaller issue being "solved" with equally small "solutions" - the big picture and the broader opportunity is lost or fundamentally restricted.

The "Life on the Edge" experience tackled a big issue - West Terrace, with equally big vision.

Designers are often criticised for creating an unrealistic expectation, pretty pictures that indicate a utopian society, but good design responds to and considers all of the smaller issues, tensions and agendas, without losing sight of a better future for us to experience and enjoy.

I can still hear the voice of a lecturer of mine that stressed there is no such thing as constraints only opportunities.

The three "Life on the Edge" propositions demonstrate this philosophy - West Terrace has enormous potential. The result however is less about the evocative imagery produced but more about the synergies, the collaboration and the thinking that sits behind them. Each of the three teams has demonstrated this process with great success and within a very short period.

The greatest success for me however, was to see the tensions and conflicts between disciplines allow greater possibilities to be exposed. To see civil and traffic engineers think outside of current standards and traffic counts, but equally to see architects and landscape architects grapple with these issues. This is where the true synergies appear and where alternative, better outcomes are revealed, or in other words; where good design happens.

Philippe Mortier
Principal Urban Designer
Public Space and Design Strategic
Policy Division
Department of Planning, Transport and
Infrastructure Government of South
Australia
Registered architect SA 2069

"I have seen the future, and it works" - Steffen's words could be shared by those who witnessed the speculative design proposal by three leading design teams to define an alternative future for West Terrace. However, just as the nascent Soviet State proved illusory, so might this urban prognosis.

Illustrating a credible alternate future is what designers can do for us; the power of the image reflecting a problem-solving thought process, a.k.a design.

Equally, the seductive power of the image can be its undoing, with what appears to be mere aesthetic conceit not being grounded in reality being an obvious criticism.

But would that be missing the point? City on the edge presents us with a confident and credible leap into an alternate future, one that purports to raise our ambitions

and challenges us to think outside the predictable patterns. A confidence that comes from solving a problem elegantly - even if the range of issues is narrowed to enable that elegance.

Discarding the complexities can be reckless. Through simplification - or more accurately, omission - there is the illusion that this will create a space for something else to emerge; to bring clarity to the main issues that must be addressed to facilitate change. In this case the 'bete noir' are the built form consequences of our transport choices.

This apparent aesthetic bagatelle is a bit more than light entertainment, however.

One team challenges us to consider a different tenure and management for the Parklands. Beyond the agrarian idyll are the hard questions; about who decides and how it will happen that confronts us with what governance structures are required to allow this to occur.

A recurring theme - prompted by the brief, but strangely familiar - was the wholesale exclusion of cars. For one team there is no magic wand.

The key - it seems - is the removal of the car park honey-pot. On the surface a simple notion, but the cultural and infrastructure changes implied are epic.

And it is with these complexities and contradictions, the whole complicated mess of divergent ambitions that our cities are generated - the most intricate cultural artefact of any society whose richness of existence does not allow the luxury to selectively choose a restricted set of challenges - one in, all in - just look at The 30-Year Plan.



5000+
YOUR IDEAS FOR A GREAT CITY

5000+ an Integrated Design Strategy for inner Adelaide is supported by the Department of Regional Australia and is a joint initiative of the South Australian Government and the Adelaide City Council, in association with the seven councils adjoining Adelaide.

